llewelyn davies
ARCHITECTS PLANNERS DESIGNERS
Llewelyn-Davies Hong Kong Ltd

7 August 2026

The Secretary
Town Planning Board
c/o Planning Department
15/F North Point Government Offices
333 Java Road
Hong Kong

By Hand and By Email

Dear Sir,

Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III) at Lot Nos. 461 RP, 462 S.B, 463 S.B, 464 RP, 495 RP and 539 S.B in D.D. 116, Yuen Long Town Lot (Y.L.T.L.) 504, Y.L.T.L. 544 (Part) and Adjoining Government Land, Yuen Long, New Territories (Application No. A/YL/333)

Reference is made to the captioned application submitted to the Town Planning Board (the Board) on 13 May 2026 and subsequent departmental comments received via the Tuen Mun and Yuen Long West District Planning Office (DPO/TMYLW) in June and July 2026.

Further to our request for deferment on 24.7.2026, we would like to reactivate the captioned application by submitting herewith 4 copies of responses-to-comments (RtoC) table (**Appendix A**) with revised Drainage Impact Assessment, revised Environmental Assessment, revised Sewerage Impact Assessment, replacement pages of Planning Statement, Comparison of Development Parameters and Overall Development Schedule, revised Traffic Impact Assessment, replacement pages of Air Ventilation Assessment and replacement pages of Landscape Design Proposal enclosed herewith in **Attachments 1 to 7** for the Board's consideration.

In response to Transport Department's comment of not requiring a 24-hour pedestrian walkway, the proposed pedestrian walkway through the subject site (Phase IIa) will now be provided as a connection, through the site, to YOHO Mall 1 of YOHO Midtown to the east and to the existing footbridge via the adjoining GIC site to the west, with its operation hours aligned with the retail portion of YOHO Mall 1 / YOHO Midtown. The Indicative Master Layout Plan, relevant Floor Plans and Section Plans of the Proposed Development have been updated accordingly in **Appendix B** of the current submission.

Please note that the current submission only serves to provide technical clarifications and responses to departmental comments with <u>no changes</u> to the proposed block layout and major development parameters.

.../2

[redacted]

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davies

Thank you for your kind attention. Should there be any queries, please do not hesitate to contact the undersigned at [redacted] or our Mr Arnold Koon at [redacted] / Ms Samantha Chuang at [redacted]

Yours faithfully
for Llewelyn-Davies Hong Kong Ltd

Winnie Wu
Planning Director

WW/AK/sc
Encl.

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cc (w/ encl)
DPO/TMYLW Attn: Ms Zoe Lau / Ms Carmen Cheung / Mr Kevin Lam (by email)

Appendix A

Responses-to-comments Table

Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III) at Lot Nos. 461 RP, 462 S.B, 463 S.B, 464 RP, 495 RP and 539 S.B in D.D. 116, Yuen Long Town Lot (Y.L.T.L.) 504, Y.L.T.L. 544 (Part) and Adjoining Government Land, Yuen Long, New Territories
(Application No. A/YL/333)

1.	Buildings Department	Page	1
2.	Drainage Services Department	Page	3
3.	Environmental Protection Department	Page	5
4.	Fire Services Department	Page	9
5.	Food and Environmental Hygiene Department	Page	9
6.	Highways Department	Page	12
7.	Lands Department	Page	13
8.	Planning Department – District Planning Office	Page	15
9.	Planning Department – Urban Design and Landscape	Page	17
10.	Transport Department	Page	21

Annex A
Approval Records for Vehicular Access Across the Nullah

	Departmental Comments	Responses to Comments
1.	**Comments of Buildings Department**	
1.1	The site abuts on a specified street of not less than 4.5m wide (i.e. Castle Peak Road) and the site coverage (SC) of the site should not exceed the permissible under the First Schedule of the Building (Planning) Regulations [B(P)R]. The proposed SC of **65%** will exceed the permissible of 60% with a proposed building height over 61m. As modification to allow for greater flexibility in determining site coverage may be applied with the criteria set out in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-132 during the building plan submissions stage, it is considered premature at this stage to offer comments on this proposal; and his previous comments on the submission are still valid and are recapped below:	Noted.
1.2	• the site abuts on a specified street (Castle Peak Road) of not less than 4.5m wide. Its permitted development intensity shall be determined under the First Schedule of the B(P)R at the building plan submission stage;	Noted.
1.3	• the site shall be provided with means of obtaining access thereto from a street under B(P)R 5 and emergency vehicular access (EVA) shall be provided for all the buildings to be erected on the site in accordance with the requirements under regulation 41(D) of the B(P)R;	Noted.
1.4	• a narrow EVA with small turning circle was noted in your indicative proposed scheme (Figure 4.6) of the planning statement. The applicant shall ensure that design of EVA shall comply with the Code of Practice for Fire Safety in Building 2011 and you are advised to seek comment from Fire Services Department;	Noted.

	Departmental Comments	Responses to Comments
1.5	• if the proposed plot ratio is based on the assumption that Gross Floor Area (GFA) concession will be granted, the pre-requisites for GFA concession in Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-151 and the Sustainable Building Design guideline stipulated in PNAP APP-152 should be complied with;	Noted.
1.6	• car parking, loading and unloading areas if intend to be excluded from GFA calculation under B.O. shall comply with the criteria set out in PNAP APP-2 and APP-111 during the building plan submission stage;	Noted.
1.7	• if the existing structures are erected on leased land without the approval of the BA, they are UBW under the BO and should not be designated for any proposed use under the captioned application;	Noted.
1.8	• for UBW erected on leased land, enforcement action may be taken by the Buildings Department (BD) to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the application site under the BO;	Noted.
1.9	• detailed checking under the BO will be carried out at building plan submission stage.	Noted.
1.10	Please be advised that general building plans for hotel development submitted by the Authorized Person and received by BD on 20 June 2024 in relation to part of the captioned site (i.e. Phase IIa) have been approved under BO on 15 August 2024.	Noted.

	Departmental Comments	Responses to Comments
2.	**Comments of Drainage Services Department**	
2.1	<u>Drainage Impact Assessment (DIA)</u>	
2.1.1	Table 5 - The freeboard and utilization of existing drainage system (with and without development) should be included in the Table for ease of reference. In addition, flood extent map(s), if any, should be provided.	Please be advised that based on surface runoff estimation in Table 6 of the revised DIA in **Attachment 1**, due to decrease in paved area as compared with the existing Phase IIa site, there is a net decrease in surface runoff after the completion of the Proposed Development. Hence, no adverse impact to the existing drainage system is anticipated.
2.1.2	Appendix 3 - The rainfall increase due to corrigendum should be 0.7% (11.1% - 10.4% = 0.7%) instead of 0.6. Please check and amend accordingly.	Please note that the rainfall increase due to climate change is multiplicative, i.e. the net increase shall be 1.111/1.104 – 1 = 0.6%.
2.1.3	Appendix 3 - Regarding the graph "% Rainfall increase vs Storm Duration", I have found that the maximum increase in rainfall due to Corrigendum No. 1/2024 is different from the recommended value of 4.7%. An example is provided below: For a 50-year return period and a 30-minute duration, the extreme intensity under corrigendum No. 1/2024 (table 2a) and SDM 2018 (table 2a) is 153mm/hr and 145mm/hr respectively. The calculated increase in rainfall due to Corrigendum No. 1/2024 = (153 - 145)/145 *100% = 5.5% (exceeding 4.7%, the maximum increase for a 50-year return period in Appendix 3). Please check and amend accordingly.	Please be advised that the graphs of Appendix 3 of the revised DIA in **Attachment 1** have been updated based on extreme rainfall intensity values from Table 2a of Corrigendum No. 1/2024 and SDM 2018 respectively. The maximum increase percentage and subsequent calculation are also updated accordingly.
2.1.4	Appendix 3 - Please demonstrate that the existing drainage system, which receives the runoff/ storm water from the subject site, has sufficient spare capacity to accommodate the additional runoff. In addition to calculating the increase in runoff from the proposed development, the Consultant should also provide an assessment of the overall utilization of the existing drainage system. Additionally, as per Para. 6.6.2 and Table 10 of SDM, the concerned existing nullah must be capable of passing a 200-year flood within banks.	Please be advised that based on surface runoff estimation in Table 6 of the revised DIA in **Attachment 1**, due to decrease in paved area as compared with the existing Phase IIa site, there is a net decrease in surface runoff after the completion of the Proposed Development. Hence, no adverse impact to the existing drainage system is anticipated.

	Departmental Comments	Responses to Comments
2.1.5	General - Please ensure that the proposed development must not obstruct overland flow or existing flow paths. All existing flow paths as well as the runoff falling onto and passing though the site will be intercepted and disposed of via proper discharge points. Free flow condition of the adjacent drains, channels and watercourses should be maintained at all time during and after the development.	Noted.
2.1.6	General - Please be reminded that peripheral drains should be provided to intercept and collect overland flow from adjacent areas.	Noted. As mentioned in Section 5.1.3 in **Attachment 1**, the layout of peripheral drains would be further developed during detailed design stage.
2.1.7	Pursuant to Section 4.2 of DSD Advice Note No. 1, any submission made as part of the DIA process should be signed and certified by the registered professional engineer (RPE) in charge. Please ensure your resubmission is signed by RPE in charge.	Noted, the revised DIA in **Attachment 1** is signed by RPE in charge.
2.1.8	Referring to the traffic impact assessment report, it is noted that a vehicular bridge access will be constructed by the applicant over the existing nullah, however such details were not mentioned in the DIA report. Pursuant to Section 13.9 of Stormwater Drainage Manual, the applicant shall identify the beneficial use and ownership of the decking, and to ensure that the decking proposal must not cause an unacceptable increase in the risk of flooding in areas upstream of, adjacent to or downstream of the decked section. Where utility crossings and obstructions are found in the nullah, their effects on the hydraulic performance shall be checked to ascertain the acceptability of the drainage impacts due to the proposed decking and these utility crossings. Opportunity shall also be taken to eliminate the utility intrusions under the nullah decking project. Please provide the relevant details for our review.	Please be advised that the vehicular bridge access was proposed and approved under the previous planning applications No. A/YL/205 and A/YL/298. No structural change to the vehicular deck is proposed under the current planning application. For fulfilment of approval conditions (g) and (h) related to the design of vehicular bridge, preliminary and schematic design for the vehicular bridge was submitted and considered acceptable by the Planning Department upon consultation with TD, HyD and DSD. Please refer to approval letter from the Planning Department in July 2024 in **Annex A** of this RtoC table for reference. The approved vehicular bridge by relevant government departments (i.e. TD and HyD) is also enclosed in Appendix B of the revised TIA in **Attachment 5** for reference. The detailed design of the associated road works will be submitted for relevant government departments for approval in detailed design stage.

	Departmental Comments	Responses to Comments
2.2	Sewerage Impact Assessment (SIA)	
2.2.1	We have no comment on the SIA report from public drainage point of view.	No comment on the SIA report is noted.
2.2.2	The SIA report needs to meet the full satisfaction of Sewerage Infrastructure Group of Environmental Protection Department, the planning authority of sewerage infrastructure.	Noted. The SIA has been circulated to EPD for comments.
3.	**Comments of Environmental Protection Department**	
3.1	**Air Quality**	
3.1.1	Table 3.1 – Please provide the abbreviations for the pollutants since they would be presented in the later sections (e.g. RSP, etc.).	Noted. Abbreviations for the pollutants have been provided in Table 3.1 in the revised Environmental Assessment (EA) in **Attachment 2**.
3.1.2	Section 3.2.5 – Please use subscript for “SO2” in line 1, and correct “Regulation” to “Regulations”.	Noted. Section 3.2.5 has been revised accordingly in **Attachment 2**.
3.1.3	Section 3.4.2 –	
	(a) Please revise “500m” in line 1 to “200m buffer distance”. Also please add a sentence “The buffer distance requirement set out in Table 3.1 of HKPSG Chapter 9 can be fulfilled.” after the 1st sentence.	Noted. Section 3.4.2 has been revised accordingly in **Attachment 2**.
	(b) Please add “on the proposed development” after “chimney emissions” in the last line.	Noted. Section 3.4.2 has been revised accordingly in **Attachment 2**.
3.1.4	Section 3.4.5 – Please add a sentence “Therefore, the buffer distance requirements in Table 3.1 of HKPSG Chapter 9 can be fulfilled for Castle Peak Road – Yuen Long and Yau Tin East Road. No adverse air quality impact from the vehicular emissions on the proposed development is anticipated. If the buffer distance requirements cannot be fulfilled during the further review in the later stage (e.g. detailed design stage), a detailed/quantitative air quality	Noted. Section 3.4.5 has been revised accordingly in **Attachment 2**.

	Departmental Comments	Responses to Comments
	impact assessment should be carried out to demonstrate the acceptability of the air quality impact."	
3.1.5	Section 3.5.3 – Please delete "air quality" in line 10.	Noted. Section 3.5.3 has been revised accordingly in **Attachment 2**.
3.1.6	Section 3.5.4 – Please update the details on the complaint in 2025 once available. Also suggest to trim down this section for more concise and clear presentation.	Noted. According to recent reply attached to the EA report, the complaint in 2025 is unsubstantiated. Section 3.5.4 has been revised in **Attachment 2**.
3.1.7	Section 3.6.4 –	
	(a) No basement carpark is proposed in the subject application when compared to the approved application (A/YL/298), please confirm.	It is confirmed that no basement carpark is proposed under the subject application.
	(b) Suggest to delete the last sentence.	The last sentence has been deleted accordingly.
3.1.8	Section 3.6.5 –	
	(a) Please indicate the potential location and direction of the proposed exhaust outlet in a figure.	Noted. The indicative location and direction of proposed exhaust outlet is shown in Figure 3.4 in **Attachment 2**.
	(b) Please revise "the air quality" in line 8 to "no adverse air quality", and revise "not considered significant" in line 9 to "anticipated".	Noted. Section 3.6.5 has been revised accordingly in **Attachment 2**.
	(c) Please add "and hence buffer distance requirement does not apply" after "EVAs" in the 2nd last line.	Noted. Section 3.6.5 has been revised accordingly in **Attachment 2**.
	(d) Please revise the last sentence as "No adverse air quality impact from the vehicular emissions of the proposed development is anticipated".	Noted. Section 3.6.5 has been revised accordingly in **Attachment 2**.
3.1.9	Section 3.7.2 – Please add a sentence "No adverse air quality impact from the vehicular emissions is anticipated." after the last sentence.	Noted. Section 3.7.2 has been revised accordingly in **Attachment 2**.

	Departmental Comments	Responses to Comments
3.1.10	Section 5.2.6 – Suggest to add a sentence "Nevertheless, close liaison with the contractors of any potential concurrent projects to avoid overlapping of heavy or dusty construction works will be implemented to minimize the potential cumulative construction air quality impact." after the last sentence.	Noted. Section 5.2.6 has been revised accordingly in **Attachment 2**.
3.1.11	Section 5.2.14 – Please review if some control measures are not relevant to this project and should be removed (e.g. silo and fabric filters in 13th to 16th bullets, etc.)	Since the project scale is considered small, the 13th to 16th bullets, which are more relevant to large-scale projects, may not be applicable and are therefore removed.
3.1.12	Figure 3.2 – Please supplement the proposed height of fresh air intake in its legend.	Noted. The proposed height of fresh air intake has been supplemented in Figure 3.2 in **Attachment 2**.
3.2	**<u>Water Quality</u>**	
3.2.1	Section 4.2 – As River Water Quality in Hong Kong in 2025 has been published, please update accordingly.	Section 4.3 has been updated accordingly in **Attachment 2**.
3.2.2	Section 4.4.4 – Please check whether the ADWF is aligned with SIA	The ADWF has been checked against the SIA and Section 4.4.4 has been updated accordingly in **Attachment 2**.
3.3	**<u>Waste Management</u>**	
3.3.1	Section 5.5 sub-heading: "Legislation" should read "Legislations and Guidelines". Please revise.	Noted and revised accordingly.
3.3.2	Section 5.5.1: Please add the following materials in this paragraph – • Civil Engineering and Development Department Technical Circular No. 11/2019: Management of Construction and Demolition Materials. • Buildings Department Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (APP-114): Waste Minimization – Provision of Fitments and Fittings in New Buildings.	Noted. The relevant references have been incorporated in Section 5.5.1 in **Attachment 2**.

	Departmental Comments	Responses to Comments
	• Buildings Department Practice Notes for Registered Contractors (PNRC 17): Control of Environmental Nuisance from Construction. • CEDD Project Administration Handbook for Civil Engineering Works • Monitoring of Solid Waste in Hong Kong 2024	
3.3.3	Section 5.5.6: please elaborate (i) how the waste estimates were derived; and (ii) from which stage of the construction works (e.g. site formation, etc.) would the waste be generated.	Noted. Section 5.5.6 has been revised in **Attachment 2**.
3.3.4	Section 5.5.14: should read "The Applicant and its contractor will consider if any yard waste is appropriate to send to ~~the Yard Waste Recycling Centre in~~ Y-Park for recycling…".	Noted. Section 5.5.14 has been revised accordingly in **Attachment 2**.
3.4	**<u>Sewerage Impact Assessment</u>**	
3.4.1	Section 4.2.2 and Appendix 2 - the planning application for Phase III Development under No. A/YL/298 included an approval condition requiring a revised SIA to be submitted to the EPD. In this connection, please check and update Section 4.2.2 and Appendix 2 with the latest information presented in the finalized SIA for Phase III Development.	Please be advised that the approved SIA for Phase III has been obtained from the project proponent of Phase III development. As such, the SIA report under the current planning application in **Attachment 3** is updated accordingly based on the latest mitigation measures proposed by Phase III.

	Departmental Comments	Responses to Comments
4.	**Comments of Fire Services Department**	
4.1	No objection in principle to the application subject to fire service installations and water supplies for firefighting being provided to the satisfaction of the Director of Fire Services.	No objection in principle to the application is noted.
4.2	Detailed fire safety requirements will be formulated upon receipt of the formal submission of general building plans or referral from the relevant licensing authority.	Noted.
4.3	The provision of emergency vehicular access in the subject work shall comply with the requirements as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011.	Noted.
5.	**Comments of Food and Environmental Hygiene Department**	
5.1	No adverse comment on the subject planning application. His advisory comments are provided as follows:	No adverse comment on the subject planning application is noted.
5.2	• No Food and Environmental Hygiene Department's (FEHD) facilities should be affected.	Noted.
5.3	• Proper licence / permit issued by this Department is required if there is any food business / catering service / activities regulated by the Director of Food and Environmental Hygiene (DFEH) under the Public Health and Municipal Services Ordinance (Cap. 132) and other relevant legislation for the public. Under the Food Business Regulation, Cap. 132X, a food business licence is required for the operation of the relevant type of food business listed in the Regulation. For any premises intended to be used for food business (e.g. a restaurant, a food factory, a fresh provision shop), a food business licence from the FEHD in accordance with the Public Health and Municipal Services Ordinance (Cap. 132) shall be obtained. The application for licence, if acceptable by the FEHD, will be referred to relevant government departments	Noted.

	Departmental Comments	Responses to Comments
5.4	such as the Buildings Department, Fire Services Department and Planning Department for comment. If there is no objection from the departments concerned, a letter of requirements will be issued to the applicant for compliance and the licence will be issued upon compliance of all the requirements. • Pursuant to section 4 of the Food Business Regulation (Cap. 132X) (FBR), the expression of "food business" does not include any club. As such, <u>a club is exempted from obtaining food business licence from this department except for permission to sell restricted foods specified in Schedule 2 to the Food Business Regulation.</u>	Noted.
5.5	• Proper licence issued by this Department is required if related place of entertainment is involved. Any person who desires to keep or use any place of public entertainment for example a theatre and cinema or a place, building, erection or structure, whether temporary or permanent, on one occasion or more, capable of accommodating the public presenting or carrying on public entertainment within Places of Public entertainment (PPE) Ordinance (Cap. 172) and its subsidiary legislation, such as a concert, opera, ballet, stage performance or other musical, dramatic or theatrical entertainment, cinematograph or laser projection display, a circus, a lecture or story-telling, an exhibition of any 1 or more of the following, namely, pictures, photographs, books, manuscripts or other documents or other things, a sporting exhibition or contest, a bazaar, a dance party or an amusement ride and mechanical device which is designed for amusement, a Place of Public Entertainment Licence (or Temporary Place of Public Entertainment Licence) should be obtained from FEHD whatever the general public is admitted with or without payment.	Noted.

	Departmental Comments	Responses to Comments
5.6	• A swimming pool licence must be obtained from FEHD for any artificially constructed pool used for swimming or bathing and to which the public have access (whether on payment or otherwise) or which is operated by any club, institution, association or other organization. A swimming pool licence is not required for any swimming pool which serves not more than 20 residential units and to which the public have no access.	Noted.
5.7	• There should be no encroachment on the public place and no environmental nuisance should be generated to the surroundings. Its state should not be a nuisance or injurious or dangerous to health and surrounding environment. Also, for any waste generated from such activities/ operation, the applicant should arrange disposal properly at their own expenses.	Noted.
5.8	• If provision of cleansing service for new roads, streets, cycle tracks, footpaths, paved areas etc, is required, FEHD should be separately consulted. Prior consent from FEHD must be obtained and sufficient amount of recurrent cost may have to be provided to us.	Noted.
5.9	• If domestic waste collection service of FEHD is required in future, prior comments from this Department on the waste collection plan, including the accessibility and maneuverability of RCV to RCP, should be sought. The refuses collection points of domestic waste and the commercial waste should be clearly separated. The share use of RCP for both domestic and commercial waste is not recommended.	Noted.

	Departmental Comments	Responses to Comments
6.	**Comments of Highways Department**	
6.1	The provision of a 24-hour walkway to the adjacent YOHO Mall 1 shall be commented by the Transport Department from traffic management point of view;	Noted. The current submission has been circulated to the Transport Department (TD) for comment. Please refer to responses to Item 10.4.1 below.
6.2	Please note that HyD shall not be responsible for the maintenance of any access connecting the private developments i.e. the walkway at both sides of the proposed commercial / office tower.	Noted.
6.3	We have no comment on the two reserved pedestrian footbridge openings as the footbridge openings would be within the lot boundary. However, the applicant should note that the structural connections including movement joints between the existing public footbridge and the proposed walkway shall be taken up by the applicant for maintenance. The provision of air-conditioning along the walkway connected to the existing footbridge shall also be clarified. Subject to the detailed design submission including but not limited to the roof and drainage system design and proposed management & maintenance matrix at later stage, we may provide further comment.	No comment on the two reserved pedestrian footbridge openings is noted. The provision of air-conditioning along the walkway connected to the existing footbridge, as well as management & maintenance matrix will be clarified and submitted at later detailed design submission subsequent to the approval of the subject planning application.

	Departmental Comments	Responses to Comments
7.	**Comments of Lands Department**	
<u>7.1</u>	<u>Part A: General Comments</u> <u>Land Supply Section ("LSS")'s comment</u>	
7.1.1	The "Phase IIa" site involves 5 old schedule agricultural lots held under Block Government Lease and two strips of adjoining government lands. The proposed commercial/office-cum-retail development would contravene the existing lease conditions of the old scheduled lots and therefore land exchange / lease modification application is required to take forward the planning approval.	Noted.
7.1.2	There is no guarantee that the subsequent land application(s), including the granting of any Government land, will be approved. Such an application will be dealt with by LandsD acting in its capacity as the landlord at LandsD's discretion, and if it is approved, it will be subject to terms and conditions including, but not limited to, the payment of premium, administrative fees and LACO fees as may be imposed by LandsD.	Noted.
7.1.3	LandsD is processing a proposed land exchange application (new lot to be known as Yuen Long Town Lot No. 533) ("the Current Application") to implement Phase IIa development under the approved MLP under the prevailing approved planning application no. A/YL/298. Should the Town Planning Board approve the proposed amendments to the MLP, the applicant should clarify which approved planning scheme will be further pursued. In case the applicant decides to implement the proposed development under the subject proposed amendments, the Current Application will be deemed withdrawn by the applicant, and the administrative fee and LACO fee paid will be forfeited.	Noted.

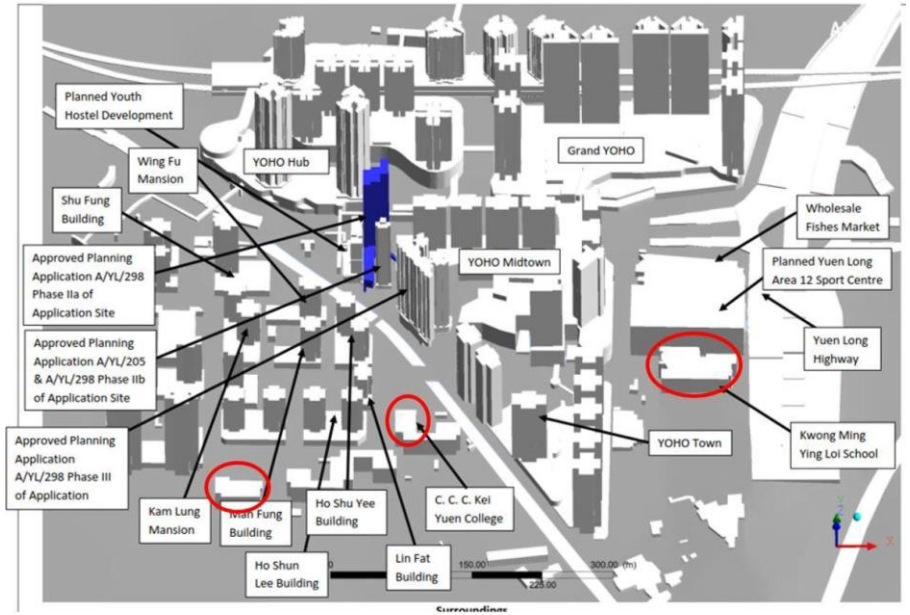
	Departmental Comments	Responses to Comments
7.1.4	The proposed schematic design would only be examined in detail during the building plan submission stage upon completion of the subsequent lease modification / land exchange in taking forward the planning approval in the future (if any). There is no guarantee that the schematic design as presented in the submission if reflected in future building plan submission(s) will be acceptable under lease.	Noted.
7.1.5	With a view to ensuring compliance with any proposed additional conditions under lease, it is LandsD's general requirement that any proposed additional conditions would only be considered to be incorporated under lease provided that there is a relevant bureaux or departments ("B/Ds") requesting for or in support of such additional conditions and subject to the approval of District Lands Conference. Such B/Ds would be responsible for monitoring the applicant's compliance with such additional conditions. For the avoidance of doubt, please avoid committing incorporation of certain conditions in the land lease in the OZP, all planning papers and related submissions.	Noted.
7.1.6	In accordance with para. 4 of Joint Practice Note ("JPN") No. 4, LandsD will continue to reflect the maximum plot ratio or gross floor area restrictions under the planning regime when stipulating the maximum gross floor area clause under lease.	Noted.
7.1.7	Pursuant to the streamlined arrangement promulgated under JPN No. 5, building height restriction controlled under the OZP would generally not be incorporated under lease.	Noted.
<u>7.2</u>	<u>DLO/YL's comment</u>	
7.2.1	The implementation arrangement for the proposed crossing and vehicular access over the existing nullah as shown on the indicative master layout plan will be subject to relevant departments' consideration, including TD, HyD, DSD and HYAB.	Noted. The current submission has been circulated for relevant departments' review and consideration, including TD, HyD, DSD and HYAB. The relevant arrangement will be provided at detailed design stage. The Applicant will also continue to liaise with the relevant Government departments.

	Departmental Comments	Responses to Comments
7.3	Part B: Advisory Comments for the Applicant	
7.3.1	The figures including the site area stipulated in the applicant's submission have not been checked by survey and are subject to verification which will be addressed when handling the subsequent land exchange / lease modification application in taking forward the planning approval in the future (if any).	Noted.
7.3.2	The Landscape Design Proposal at Appendix B of the Planning Statement should be subject to separate application to be submitted for prior approval before implementation of the development proposal.	Noted.
8.	**Comments of Planning Department – District Planning Office**	
8.1	Annex 3: Comparison of Development Parameters – The non-domestic plot ratio for Phase IIa under current application should read as 9.93.	Noted. The typo has been rectified accordingly in Annex 3. Please find the replacement page in **Attachment 4**.
8.2	TIA para. 2.2.3 – please clarify and elaborate on the statement "the existing access arrangements for adjacent developments including the adjoining GIC site and Phase IIb will remain unchanged".	Before completion of Phase IIa, the access arrangements for the adjoining GIC site and Phase IIb will rely on Yau Tin East Road, which will remain unchanged as the existing. The vehicular bridge forms part of the green area under the Land Grant for Phase IIa, which will then be handed over to the Government for future management and maintenance after completion. The design of proposed vehicular bridge crossing the nullah will also be capable of serving the adjoining GIC site and Phase IIb as needed, which has been demonstrated in the revised TIA in **Attachment 5**.
8.3	TIA para. 2.2.3 – in relation the vehicular bridge proposed crossing across the nullah connecting to Yau Tin East Road, Fung Yau Street East and Fung Yau Street North, please clarify if there are any junction(s) modifications proposed.	Please be clarified no junction(s) modifications are proposed in relation to the vehicular bridge crossing across the nullah.

	Departmental Comments	Responses to Comments
8.4	Planning Statement Para. 4.1.2 – Please clarify the proposed pedestrian access arrangement for Phase IIb connecting from Phase IIa.	Please note that Phase IIa and Phase IIb will be two separate developments under the phased development approach, with no direct accesses between the two developments along their adjoining phasing boundary. For future pedestrian access arrangement, same as all other users to Phase IIa, pedestrians from Phase IIb will make use of the main entrance at G/F of the Phase IIa development.

	Departmental Comments	Responses to Comments
9.	**Comments of Planning Department – Urban Design and Landscape**	
9.1	No objection in principle on the application from urban design and visual perspectives. Our detailed comments are as follows:	No objection in principle on the application is noted.
9.1.1	(a) situated at a strategic location of the Yuen Long New Town, the application site (the Site) forms part of the cluster of high-rise commercial/residential developments adjacent to the Yuen Long Station and along both sides of the Castle Peak Road, with building heights (BHs) ranging from about 105mPD to 175mPD. The proposed development with a BH of 145mPD is considered not incompatible with the surrounding context;	Noted.
9.1.2	(b) the Site is the subject of two previously approved applications (No. A/YL/205 and 298) which covered the whole "Comprehensive Development Area" zone. The current application involves amendments to Phase IIa area only. As compared to the latest approved scheme, the current proposal mainly involves change of use from hotel to commercial/office/retail; increase in BH from 135.7mPD to 145mPD (i.e. increase of about 9.3m or 6.9%); provision of carparking space to above ground levels; and a minor increase in plot ratio from 9.5 to 9.93 due to detailed setting out. A Visual Impact Assessment (VIA) has been submitted by the applicant which concludes that significant adverse visual impacts are not anticipated as compared to the latest approved scheme;	Noted.
9.1.3	(c) the proposed building setbacks, building separations from existing and planned developments, and landscaping measures are considered to have urban design merits.	Noted.

	Departmental Comments	Responses to Comments
9.2	**<u>VIA</u>**	
9.2.1	The visual assessment for VP6 is missing from table 5.3.	Please be reiterated that detailed visual assessment for VP6 is considered not necessary as it is expected that the Proposed Development will be totally screened off and therefore further visual assessment for VP6 is not included in the table. Please refer to Para. 4.1.4 of the submitted VIA in **Appendix C** of the original submission.
9.3	**<u>Comments from air ventilation perspective are as follows:</u>**	
9.3.1	**Section 6 of Planning Statement**	
	(a) Para. 6.10 (last sentence) – Considering that there is no benchmarking criteria for AVA, it is not appropriate to conclude that the Proposed Scheme is "acceptable". Instead, it is noted that the Proposed Scheme demonstrates comparable performance to the Baseline Scheme based on the findings of the AVA IS report;	Noted. Para. 6.10 has been updated accordingly. Please refer to the replacement pages of Planning Statement in **Attachment 4**.
9.3.2	**AVA IS report (see Appendix D of Planning Statement)**	
9.3.2.1	(b) proposed Scheme (para. 1.4.4) – While the report states that the semi-enclosed ground level car park would enable significant air circulation at the pedestrian level, this phenomenon has not been clearly reflected in the simulation results and could not be considered as an effective good air ventilation measures;	Noted and description regarding semi-enclosed ground level car park in para. 1.4.4 is deleted. Please refer to the replacement pages of AVA IS report provided in **Attachment 6**.
9.3.2.2	(c) table 4.2 –the corresponding test points for Focused Group 25 have not been specified;	Noted and specified in table 4.2 in **Attachment 6**.
9.3.2.3	(d) para. 4.3.5 – Focused Group 30 (Sun Yuen Long Centre) should be included in this paragraph based on the simulation results; and	Noted and Sun Yuen Long Centre is added in the discussion in para. 4.3.5 in **Attachment 6**.

	Departmental Comments	Responses to Comments
9.3.2.4	(e) accuracy of the computational model (Appendix 3) - It appears that the modelling of some developments (i.e. Buddhist Wing Yan School, C.C.C. Kei Yuen College and Kwong Ming Ying Loi School, etc.) has been simplified, and may affect the accuracy of the simulation results.  	The school developments are relatively lower in building mass and height when compared with other buildings nearby. It is expected that they would not have dominant effect in terms of wind blockage when compared with the high- to mid-rise residential buildings among the surroundings. Moreover, simplified developments are adopted in both baseline and proposed scheme in the assessment, it would not result in unfair comparison between two schemes. Therefore, those simplified developments would not significantly affect the accuracy of the simulation results. The conclusion that both schemes have comparable air ventilation performance should still be valid.
9.4	We have **<u>no adverse comments</u>** on the application from landscape planning perspective. Our comments are as follows:	No adverse comments on the application is noted.
9.4.1	(i) according to the aerial photo taken in 2025, the Site was situated in an area of Miscellaneous Urban Fringe Landscape characterised by residential buildings and tree clusters;	Noted.
9.4.2	(ii) with reference to the site photos taken by DPO on 10.6.2026, the Site was formed, some temporary structures and existing trees were found within the Site;	Noted.

	Departmental Comments	Responses to Comments
9.4.3	(iii) the applicant has submitted a revised Landscape Design Proposal for the Phase IIa site in support of the application. According to the tree treatment schedule in the proposal, all existing trees (five trees including one mature tree T34) are proposed to be felled. With reference to the tree photos at Appendix V, T34 is in poor structural condition. The other four trees are in poor health/structural condition. Seven new trees are proposed to be planted within Site; and	Noted.
9.4.4	(iv) in view of the above, no significant adverse landscape impact arising from the proposed use is anticipated.	Noted.
9.5	**<u>Advisory Comments</u>**	
9.5.1	The following advisory comments should be noted:	
9.5.2	(i) in Appendix I of Landscape Design Proposal, it is observed that the Landscape Master Plan of podium floor (level +26.30) is missing;	Noted. Landscape Master Plan of podium floor is provided in the current submission. Please refer to LMP-02A in **Attachment 7**. Please also note that, due to the minor refinements to the design of vehicular bridge across nullah <u>outside the Application Site</u>, all of the Landscape Master Plans have been updated accordingly in **Attachment 7**. Please note that there is no change to the proposed landscape design and tree treatment proposal within the Application Site as submitted on 13 May 2026.
9.5.3	(ii) in para 2.3 of the Landscape Design Proposal, only one tree species of light standard size is proposed in the tree planting proposal. Consideration should be given to planting a variety of tree species; and the applicant should be advised that approval of the application does not imply approval of tree works such as pruning, transplanting and felling. Application for any tree works should be submitted to relevant departments for approval. For compliance of site coverage of greenery requirements under PNAP APP-152, submission should be made to Building Department for comments and approval.	Noted. Two more tree species are proposed to add variety. Please refer to the replacement pages provided in **Attachment 7**.

	Departmental Comments	Responses to Comments
9.5.4	(iii) the applicant should be advised that approval of the application does not imply approval of tree works such as pruning, transplanting and felling. Application for any tree works should be submitted to relevant departments for approval. For compliance of site coverage of greenery requirements under PNAP APP-152, submission should be made to Building Department for comments and approval.	Noted.
10.	**Comments of Transport Department**	
10.1	**Vehicular Access**	
10.1.1	Previously, the vehicular access (i.e. vehicular bridge across the existing nullah) was agreed on the basis that the vehicular access will be managed and maintained by the Applicant and the vehicular access will be shared with the adjacent developments (i.e. Youth Hostels). Given the Applicant's current proposal to hand over the management and maintenance of the vehicular bridge to the Government, the vehicular bridge shall also be capable of serving the future Phase IIb development. In this connection, the Applicant is required to address and incorporate the following into the report:	
10.1.2	i.) Review the alignment of the vehicular bridge and demonstrate that it can share with all adjacent developments, including the Youth Hostel and the future Phase IIb development.	Noted. The revised alignment of the vehicular bridge has been reflected in the updated Figures 2.1, 2.2 and 5.2 in **Attachment 5**. Accordingly, the relevant drawings of the Planning Statement have also been updated. Please refer to the replacement pages of Planning Statement in **Attachment 4**.
10.1.3	ii.) Specify and conclude in the report that the proposed vehicular bridge will be shared with the aforementioned developments.	Noted. Please refer to Section 6.1.4 in **Attachment 5**.
10.1.4	iii.) Provide a tentative programme for the commissioning of the vehicular bridge.	The commissioning of the vehicular bridge will be completed before the intake of the subject development which will be on or before 2030.

	Departmental Comments	Responses to Comments
10.1.5	iv.) Submit a preliminary and schematic design of the vehicular bridge and associated road works for review and approval by the TD, Highways Department (HyD), and Drainage Services Department (DSD), ensuring compliance with all relevant Government standards.	Please note that the vehicular bridge across nullah was previously proposed under the approved planning applications no. A/YL/205 & 298. For fulfilment of approval conditions (g) and (h) related to the design of vehicular bridge, preliminary and schematic design for the vehicular bridge was submitted and considered acceptable by the Planning Department upon consultation with TD, HyD and DSD. Please refer to approval letter from the Planning Department in July 2024 in **Annex A** of this RtoC table for reference. The approved vehicular bridge by relevant government departments (i.e. TD and HyD) is also enclosed in Appendix B of the revised TIA in **Attachment 5** for reference. The detailed design of the associated road works will be submitted for relevant government departments for approval in detailed design stage.
10.1.6	v.) Provide the preliminary design of the vehicular access and associated road works for consideration of TD and relevant departments (including HyD and DSD) for review and approval.	Ditto.
10.2	**Construction Sequence**	
10.2.1	As mentioned above, Yau Tin East Road which connecting the subject development is designated as a prohibited zone. Construction traffic shall avoid conflict with pedestrians as far as practicable. Therefore, the Applicant should specify the proposed construction sequence and access arrangements in the report, indicating that the vehicular bridge shall be complete and operational prior to the construction of the subject development.	Please be advised that construction vehicles associated with the main site works will primarily access the site via Fung Yau Street North, while Yau Tin East Road will only be used for relatively minor activities, such as loading and unloading operations. Therefore, the traffic impact on Yau Tin East Road is expected to be negligible. Nevertheless, the detailed construction sequence and associated traffic arrangements will be subject to the future contractor's work planning and methodology. The Applicant will also liaise with and consult the relevant Government departments in detailed design stage.

	Departmental Comments	Responses to Comments
10.3	**Parking Provisions**	
10.3.1	Proposed parking provisions shall comply with the requirements stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG). The Applicant should explore measures, such as an Automated Parking System for compliance with HKPSG standards.	Please be advised that minimum parking provisions under the requirement of HKPSG would be provided. Please refer to the revised TIA in **Attachment 5** for the proposed carparking provisions. The updated parking provisions have also been reflected in the revised Table 4.2 of the Planning Statement, Comparison Table of Development Parameters, as well as the Overall Development Schedule in replacement pages provided in **Attachment 4**.
10.4	**24-hr Pedestrian Walkway**	
10.4.1	According to available information from GEOINFO, the existing 24hr pedestrian walkway in Yoho Midtown cannot be connected to the subject site (Phase IIa) and the footbridge connection plan provided in Figure 4.14 of the Planning Statement does not tally with the actual conditions. In view of the existing alternative pedestrian routes to the subject site, TD does not observe the feasibility and traffic need for a 24-hour pedestrian walkway within the subject development.	Noted your department's comment of not requiring a 24-hour pedestrian walkway through the subject site (Phase IIa). Instead, the proposed pedestrian walkway through the subject site (Phase IIa) will now be provided as a connection, through the site, to YOHO Mall 1 of YOHO Midtown to the east and to the existing footbridge via the adjoining GIC Site to the west, with its operation hours aligned with the retail portion of YOHO Mall 1 / YOHO Midtown.
10.5	**Table 5.1**	
10.5.1	Please clarify whether the "Reference Case" in the table should be read as the approved scheme compared against the previous submission.	Please be clarified that the "Reference Case" refers to the approved scheme and Table 5.1 of the revised TIA report has been updated accordingly in **Attachment 5**.
10.6	**Conclusion Chapter**	
10.6.1	The Applicant shall update the Conclusion chapter to specify and confirm the following: -	

	Departmental Comments	Responses to Comments
10.6.2	i.) The vehicular bridge shall be shared with other adjacent developments, including the Youth Hostels and Phase lib development in future.	Noted. Section 6 of the TIA report is revised accordingly in **Attachment 5**.
10.6.3	ii.) The management and maintenance parties of the vehicular bridge shall be specified.	Noted. Section 6 of the TIA report is revised accordingly in **Attachment 5**.
10.6.4	iii.) The details and arrangement regarding the 24-hr pedestrian walkway within the subject development.	Please see responses to Item 10.4.1 above. Relevant write-ups regarding pedestrian walkway have been included in Sections 4.1.2, 4.2.3 and 4.4.3 of the Planning Statement in **Attachment 4**.
10.6.5	iv.) Given that Yau Tin East Road is designated as a prohibited zone with heavy pedestrian traffic, the applicant should confirm the necessity for the vehicular bridge to be built and operational prior to the construction of the development.	Please be advised that construction vehicles associated with the main site works will primarily access the site via Fung Yau Street North, while Yau Tin East Road will only be used for relatively minor activities, such as loading and unloading operations. The detailed construction sequence and associated traffic arrangements will be subject to the future contractor's work planning and methodology. The Applicant will also liaise with and consult the relevant Government departments in detailed design stage. Section 6 of the TIA report is revised accordingly in **Attachment 5**.

Annex A

Approval Records for Vehicular Access Across the Nullah

By Post and Fax [redacted]

規 劃 署
屯門及元朗西規劃處
香港新界沙田上禾輋路 1 號
沙田政府合署 14 樓

Planning Department
Tuen Mun and Yuen Long West
District Planning Office
14/F., Sha Tin Government Offices,
1 Sheung Wo Che Road, Sha Tin , N.T.

來函檔號	Your Reference	
本署檔號	Our Reference	( ) in TPB/A/YL/298
電話號碼	Tel. No. :	2158 6306
傳真機號碼	Fax No. :	2489 9711

19 July 2024

[redacted]

(Attn.: Ms. Winnie WU / Mr. Arnold Koon)

Dear Sir/Madam,

Planning Application No. A/YL/298
Partial Compliance with Approval Conditions (g) and (h) (Phase IIa Development Only)

I refer to the submission dated 3.6.2024 for compliance with the captioned approval conditions (design submission only) for Phase IIa Development. Your submission is considered:

☐ Acceptable. The captioned condition **has been complied** with.

☑ Acceptable. Since the captioned condition requires both the submission and implementation of the proposal, it **has not been fully complied with**. Please proceed to implement the accepted proposal for full compliance with the approval condition.

☐ Not acceptable. The captioned condition has **not** been complied with. Please find detailed departmental comments at **Appendix I**.

Should you have any queries on the departmental comments, please contact the undersigned or Ms. Carol KAN at 2158 6291.

Yours faithfully,

(Ajyum CHAN)
for District Planning Officer/
Tuen Mun and Yuen Long West
Planning Department

c.c.
AC for T/NT, TD (Attn.: Mr. Louis IP)
CHE/NTW, HyD (Attn.: Mr. Jimmy CHU)

Internal
CTP/TPB

Appendix I

Comments from the Transport Department:

He has no adverse comment from traffic engineering perspective on the design submission regarding the vehicular access in relation to Phase IIa development under the planning application No. A/YL/298, and therefore the approval conditions (g) and (h) can be considered partially discharged.

The applicant is reminded to seek the Highways Department's (HyD's) comment on the design submission regarding the vehicular access.

Comments from the Highways Department:

He has no adverse comment on partially discharge the approval conditions (g) and (h), subject to the following conditions from the highways maintenance point of view:

(a) The applicant is reminded to provide road drainage layout at Fung Yau Street East for review;

(b) The applicant is reminded to consult HyD/Lighting should there be any existing lighting to be affected; and

(c) The applicant is reminded to provide photo records of laying cross-road spare ducts and arrange an inspection with his Office when the proposed vehicular access and run-in/out are completed.

DSD No Comment Record

From: cwtse03@dsd.gov.hk
Sent: Monday, January 16, 2023 3:41 PM
To: Miu, Thomas
Cc: [redacted]
Subject: Re: [Internet]RE: [Internet]RE: [Internet]Proposed Land Exchange for Hotel Development in Yau Tin East Road, Yuen Long
Attachments: Attachment 1 - Catchment Area Plan & Schematic Routing for Drainage Discharge.pdf; Attachment 2 - Sections & Hydraulic Calculations of YLEN.pdf; Attachment 3 - Mitigation Measures.pdf; Attachment 4 - Road in Sections & Contours (For DSD reference).pdf; LSM-0090.pdf; HyD GN035a Extract.pdf; TPDM Extract.pdf; Attachment 3 - Mitigation Measures.pdf

This Message Is From an External Sender
This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
Report Suspicious

Dear Thomas,

According to the assessment and the supplementary information provided in your preceding emails dated 1 and 14 December 2022 respectively, I understand that the proposed mitigation measures will be constructed/provided by the applicant at his own cost and then hand over to relevant government departments for management and maintenance(Attachment 3 refers). Subject to the above, we have no comments on the proposed mitigation measures from public drainage point of view.

Regards,

Jeff C W TSE
E/YL4
Mainland North Division, DSD
Tel: 2300 1627

From: "Miu, Thomas" <Thomas.Miu@aecom.com>
To: "[redacted]
Date: 14/12/2022 15:14
Subject: [Internet]RE: [Internet]RE: [Internet]Proposed Land Exchange for Hotel Development in Yau Tin East Road, Yuen Long
Serial No.:

==========
This email was delivered via the Internet, which may not be trustworthy as it claimed to be.
You are advised not to click the URLs or open the attachment unless you know it is safe.

This email has been verified against its claimed domain and passed. The identity of the sender's
email domain may be true, but it doesn't mean it is from the claimed sender and the content is safe.
==========

Dear Mr. Wong (DSD-LD), Mr. Tse (DSD-MND),

Further to the below email on our response dated 1 December and our discussion this morning, we should be much grateful if your comment, or a nil reply, could be provided by 19 December for our further process on the subsequent lands matter.
As mentioned, the proposed discharge point to YLEN as drawn in Attachment 1 is proposed to gather all the drainage flow from the coloured catchments as marked in Attachment 1. On the other hand, due to hydraulic and minimization of pipe length considerations, it is preferred to separate the captioned project discharge from the drainage discharge from the proposed subsidized housing project at "Junction of Yuen Lung Street and Yau Tin East Road in Yuen Long".

Furthermore, a reference on the proposed road levels in sections and contour is attached as Attachment 4 as for your reference as well.

Along with our previous submission (our letter ref.: MCY:TMCY:wtsk:LSM-0090, dated 28 July 2022) as attached email refers, we should be grateful if we should be grateful to receive your prompt reply.
Thank you.

Regards,

Thomas CY, Miu
Thomas.Miu@aecom.com
[redacted]

From: Miu, Thomas
Sent: Thursday, December 1, 2022 3:35 PM
To: cywong03@dsd.gov.hk
C[redacted]
Subject: FW: [Internet]RE: [Internet]Proposed Land Exchange for Hotel Development in Yau Tin East Road, Yuen Long

Dear William,

Refer to the latest YLEN initial boundary conditions given in below email and our meeting held on 16 November 2022.

We are pleased to provide a preliminary estimation on of water level rises due to the proposed bridge deck of the captioned project. Please refer to Attachment 1 & 2 for the catchment estimation, schematic discharge routing from the proposed development and the YLEN longitudinal section & hydraulic calculations.

Please find below a scenario summary.

Scenario		Maximum Water Level	Minimum Bridge Soffit Level	Mitigation Measures;
#1	➢ Before construction bridge deck; and ➢ Before Yuen Long Barrage scheme	4.626 mPD	*<NIL, Pre-development Stage>*	
#2	➢ After construction bridge deck; and ➢ Before Yuen Long Barrage scheme	4.656mPD	4.262mPD	Raise the YLEN embankment height to at least +5.28mPD (Layout as shown in Attachment 3)
#3	➢ After construction bridge deck; and ➢ After Yuen Long Barrage scheme	3.863mPD	4.262mPD	Raise the YLEN embankment height to > +5.28mPD (Layout as shown in Attachment 3)

For scenario #2, it is estimated that the maximum water level will reach up to 4.656mPD upon construction of the proposed bridge deck. Please refer to Attachment 2 for the detailed calculations.
For scenario #3, since the given maximum predicted water level is lower than the minimum bridge soffit level, no adverse hydraulic impact shall be brough by the proposed bridge to the stream profile.

As mitigation measure, a minimum embankment level of 5.28mPD (i.e. > 300mm freeboard) along the concerned section of YLEN is suggested to be provided (i.e. > 300mm freeboard), please refer to Attachment 3 for the layout of the proposed measures.

As discussed and agreed in the meeting, the applicant would submit a detailed drainage impact assessment to assess the hydraulic impact and propose any mitigation measure required subject to DSD's approval at later stage of the project.
Along with our previous submission (our letter ref.: MCY:TMCY:wtsk:LSM-0090, dated 28 July 2022), we should be grateful if we could receive your comment or a nil reply by 7 December 2022.

Thank you.

Regards,

Thomas CY, Miu
[redacted]

Excerpt of Design Submission to DSD dated 28 July 2022

AECOM

[redacted]

Our Ref : MCY:TMCY:wtsk:LSM-0090

28 July 2022

By Hand

Mainland North Division
Yuen Long Section
Drainage Services Department
12/F Kowloon Government Offices
405 Nathan Road, Yau Ma Tei
Kowloon

Attn: Mr. YIM Kwok Ho, Ivan
(Engr/Yuen Long 5)

Dear Sir,

Proposed Land Exchange for
Hotel Development in Yau Tin East Road, Yuen Long (New Lot to be known as YLTL533)

2nd Amendment of Preliminary Roadworks Design Submission

Further to our Preliminary Roadworks Design Submission under our letter ref.: MCY:TMCY:wtsk:LSM-0078 dated 27 April 2022 and the comments provided under your letter ref.: (00TZ35) in MN 10/YLTL/533/0 dated 17 May 2022, we are pleased to submit the following document for your comments.

1. Response to Comments Table
2. 1 set of Design Drawings
3. Attachment A - Justification of Proposed Deck Soffit

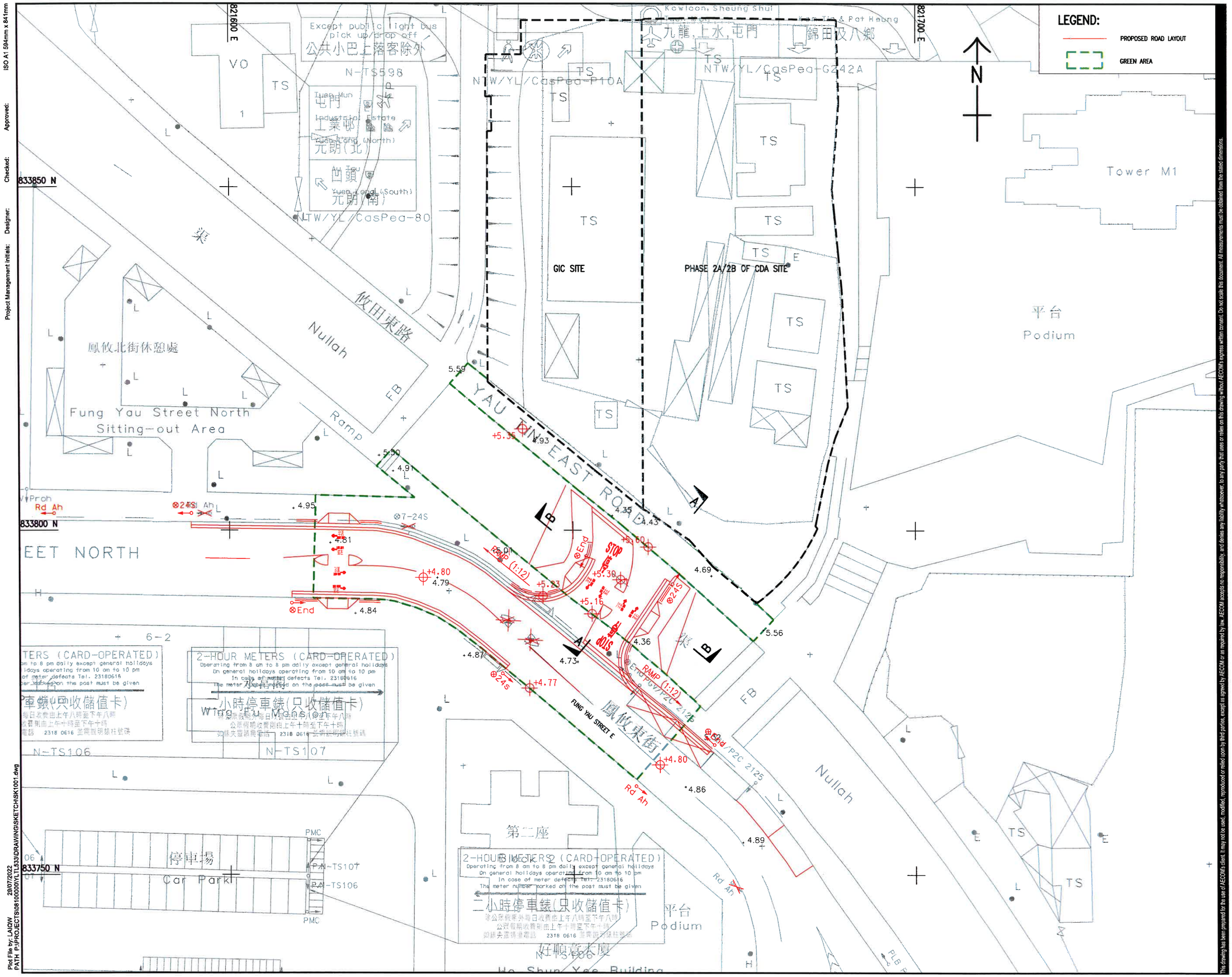
Should you have any queries or required further information, please do not hesitate to contact our Mr. Thomas Miu at 3922 9367 or the undersigned at 3922 9327.

Yours faithfully,
For and on behalf of
AECOM Asia Co. Ltd.

Ming Yuen
Technical Director
Land Supply / Municipal

Encl.

cc SHKP - Mr. Felix Wo] (w/o)



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Approved:

Checked:

Designer:

Project Management Initials:

Plot File by: LAIQW 28/07/2022
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PROJECT
項目

PROPOSED HOTEL DEVELOPMENT AT YLTL533

CLIENT
業主

SUN HUNG KAI REAL ESTATE AGENCY LTD. 新鴻基地產代理有限公司

CONSULTANT
工程顧問公司

AECOM Asia Company Ltd.
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ISSUE/REVISION
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階段

SCALE 比例: A1 1 : 250

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: YLTL533

CONTRACT NO. 合約編號:

SHEET TITLE
圖紙名稱

GENERAL LAYOUT PLAN

SHEET NUMBER
圖紙編號

YLTL533/SK1001

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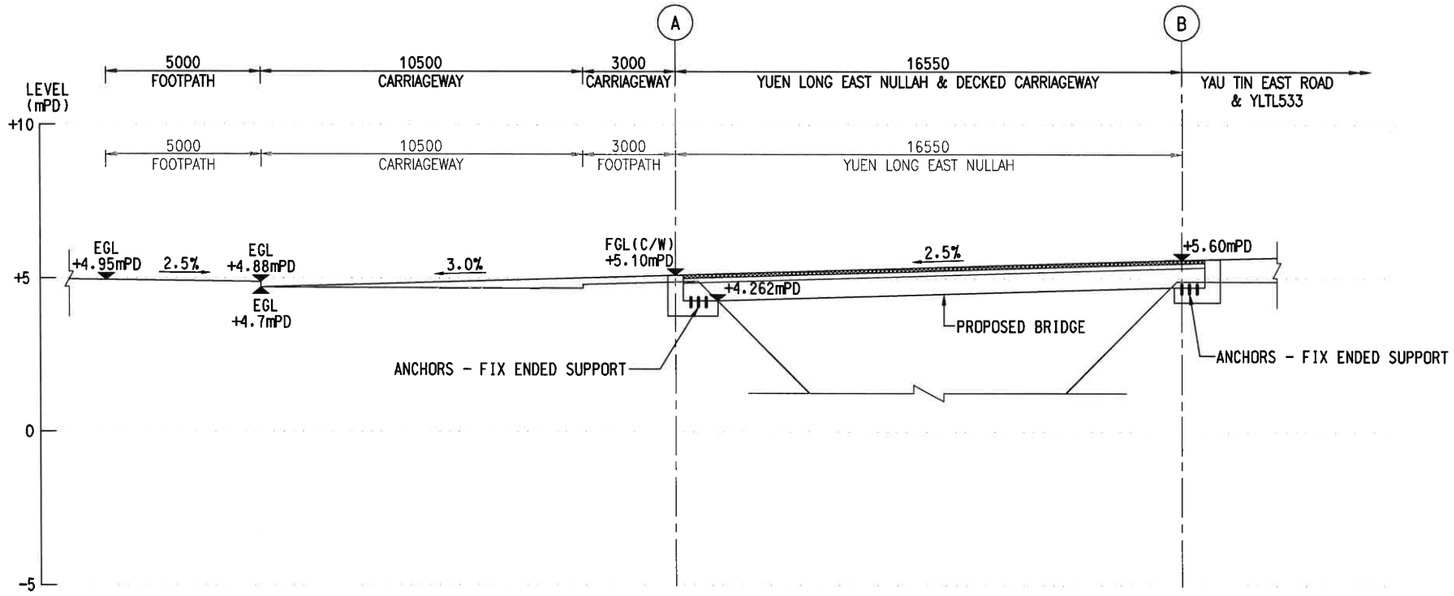
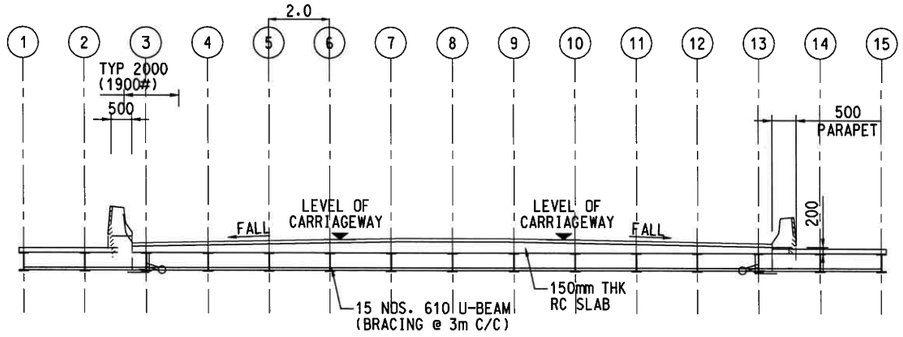


SECTION A - A
SCALE 1 : 100



SECTION B - B
SCALE 1 : 100

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PROJECT
項目

PROPOSED HOTEL
DEVELOPMENT AT YLTL533

CLIENT
業主

SUN HUNG KAI REAL ESTATE AGENCY LTD.
新鴻基地產代理有限公司

CONSULTANT
工程顧問公司

AECOM Asia Company Ltd.
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STATUS
階段

SCALE 比例: A1 1 : 100

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: YLTL533

CONTRACT NO. 合約編號:

SHEET TITLE
圖紙名稱

ROAD LAYOUT SECTION

SHEET NUMBER
圖紙編號

YLTL533/SK2003

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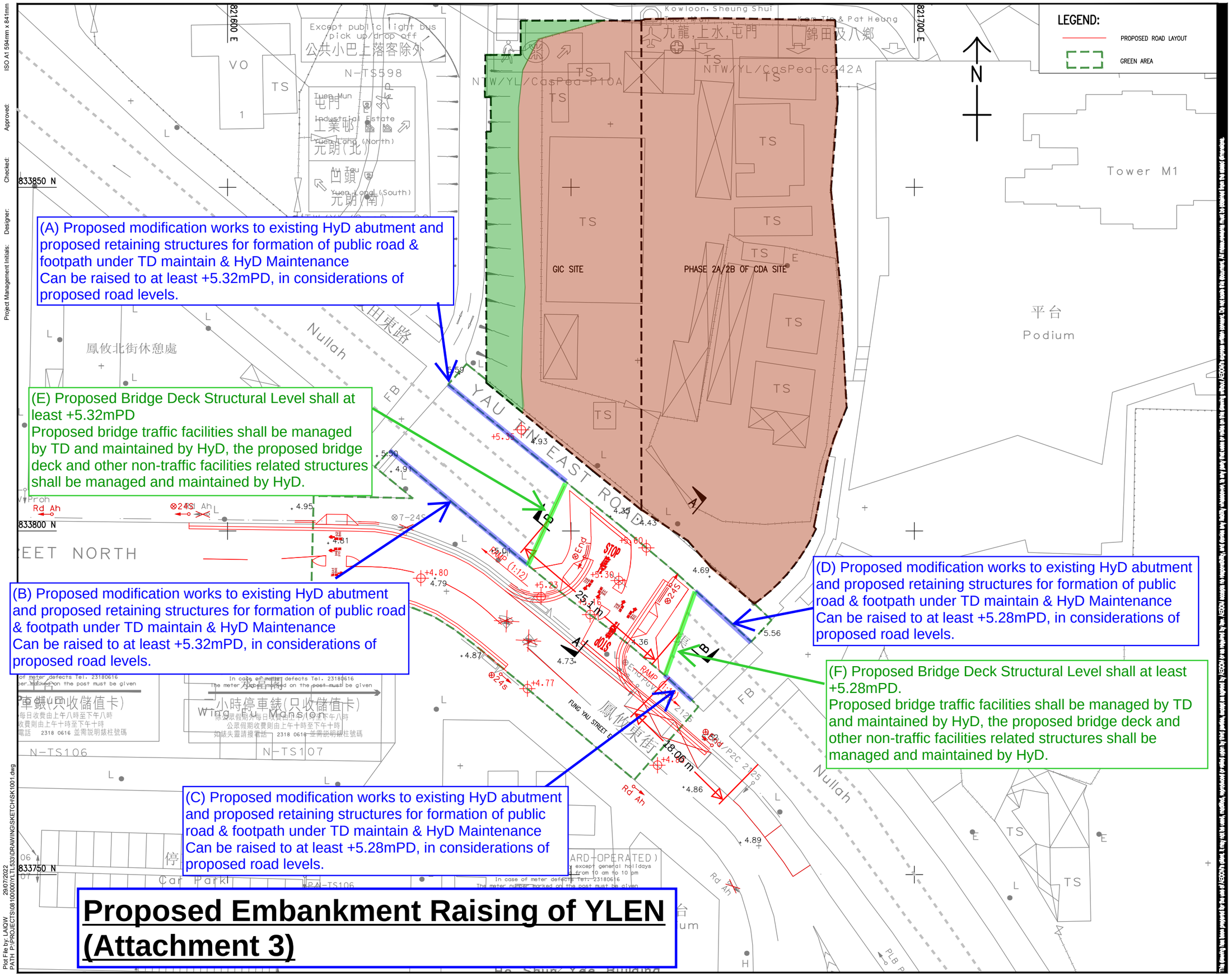
Attachment 3
- Mitigation Measures



Proposed Embankment Raising of YLEN (Attachment 3)

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PROJECT
PROPOSED HOTEL DEVELOPMENT AT YLTL533

CLIENT
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PROJECT NO.: YLTL533
CONTRACT NO.:

SHEET TITLE
GENERAL LAYOUT PLAN

SHEET NUMBER
YLTL533/SK1001

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Checked:
Designer:
Project Management Initials:
Plot File by: LAIQW 29/07/2022
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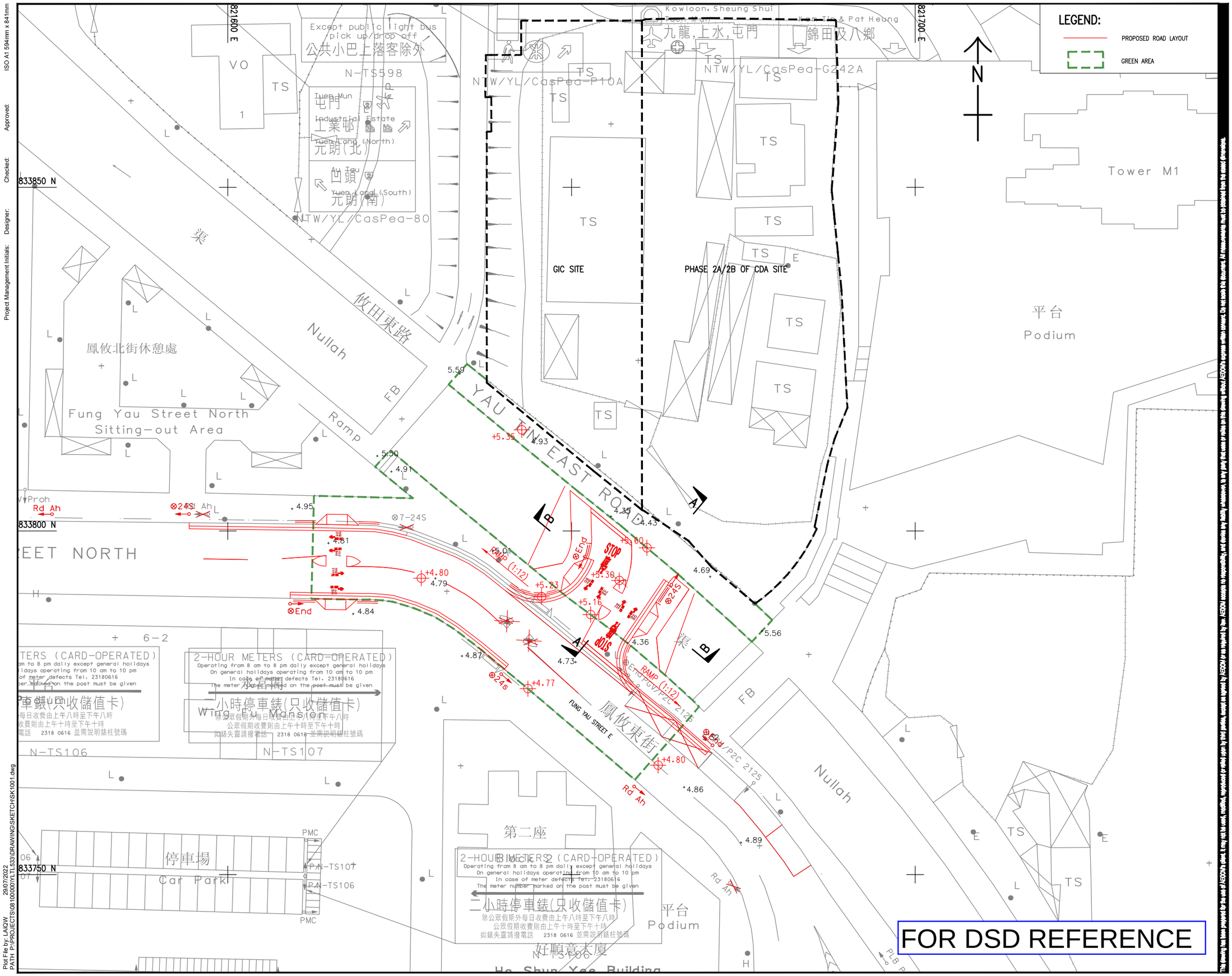

FOR DSD REFERENCE

AECOM

PROJECT
項目
PROPOSED HOTEL DEVELOPMENT AT YLTL533

CLIENT
業主
SUN HUNG KAI REAL ESTATE AGENCY LTD.
新鴻基地產代理有限公司

CONSULTANT
工程顧問公司
AECOM Asia Company Ltd.
www.aecom.com

SUB-CONSULTANTS
分判工程顧問公司

ISSUE/REVISION
修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 審核

STATUS
階段

SCALE 比例: A1 1 : 250

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: YLTL533

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱
GENERAL LAYOUT PLAN

SHEET NUMBER
圖紙編號
YLTL533/SK1001

ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:

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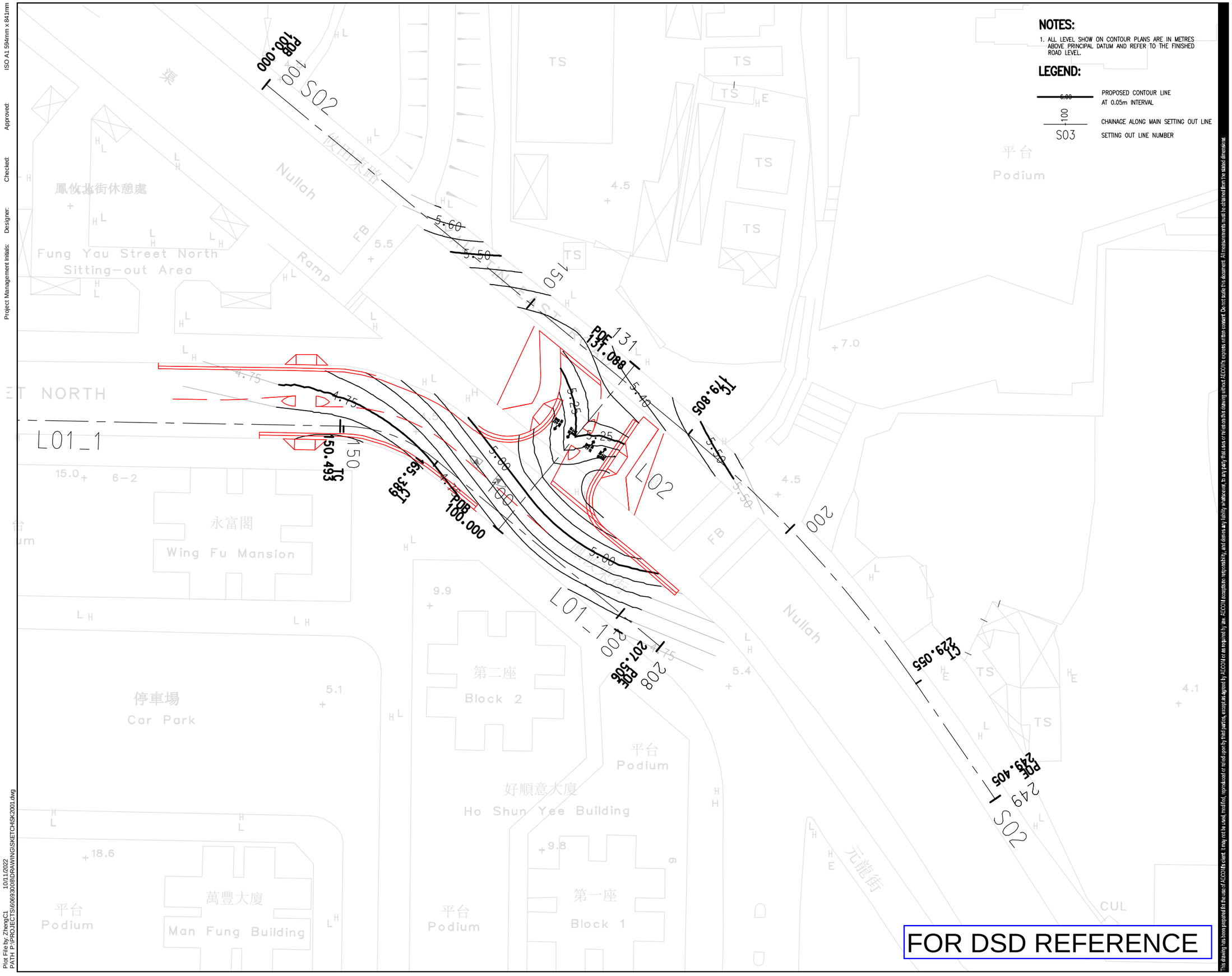

NOTES:

1. ALL LEVEL SHOW ON CONTOUR PLANS ARE IN METRES ABOVE PRINCIPAL DATUM AND REFER TO THE FINISHED ROAD LEVEL.

LEGEND:

5.00	PROPOSED CONTOUR LINE AT 0.05m INTERVAL
100	CHAINAGE ALONG MAIN SETTING OUT LINE
S03	SETTING OUT LINE NUMBER

FOR DSD REFERENCE

AECOM

PROJECT 項目

PROPOSED HOTEL DEVELOPMENT AT YLTL533

CLIENT 業主

SUN HUNG KAI REAL ESTATE AGENCY LTD. 新鴻基地產代理有限公司

CONSULTANT 工程顧問公司

AECOM Asia Company Ltd.
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ISSUE/REVISION 修訂

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STATUS 階段

SCALE 比例: A1 1 : 250

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號: 60693008

CONTRACT NO. 分判編號:

SHEET TITLE 圖紙名稱

ROAD CONTOUR PLAN

SHEET NUMBER 圖紙編號

60693008/SK2001

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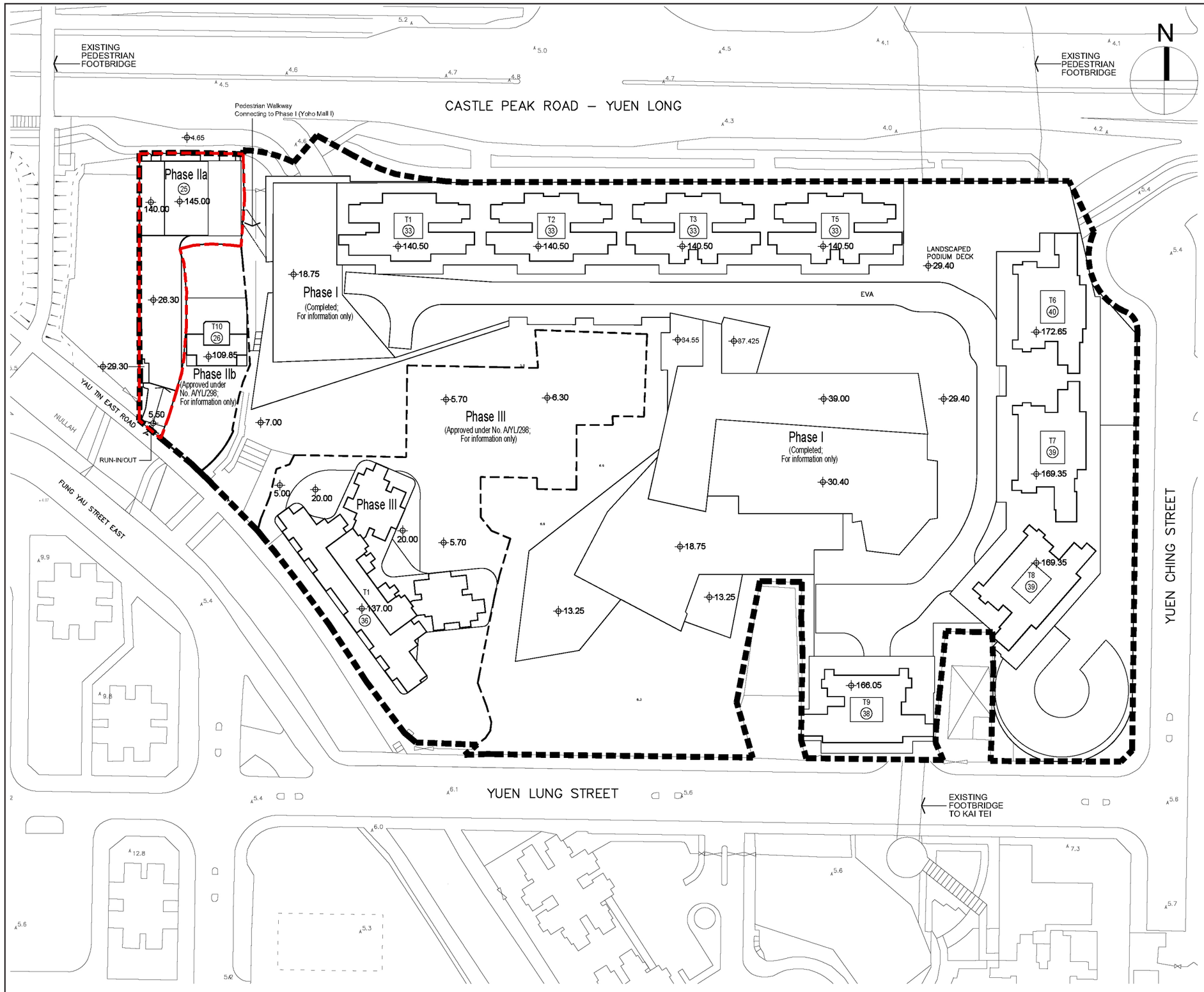
Appendix B

Revised Master Layout Plan, Floor Plans and Section Plans



LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD (Main Roof)
- (36) No. of Commercial / Office / Retail / Residential Floors

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

Title			
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	Rev	0	Date	Jul 2026
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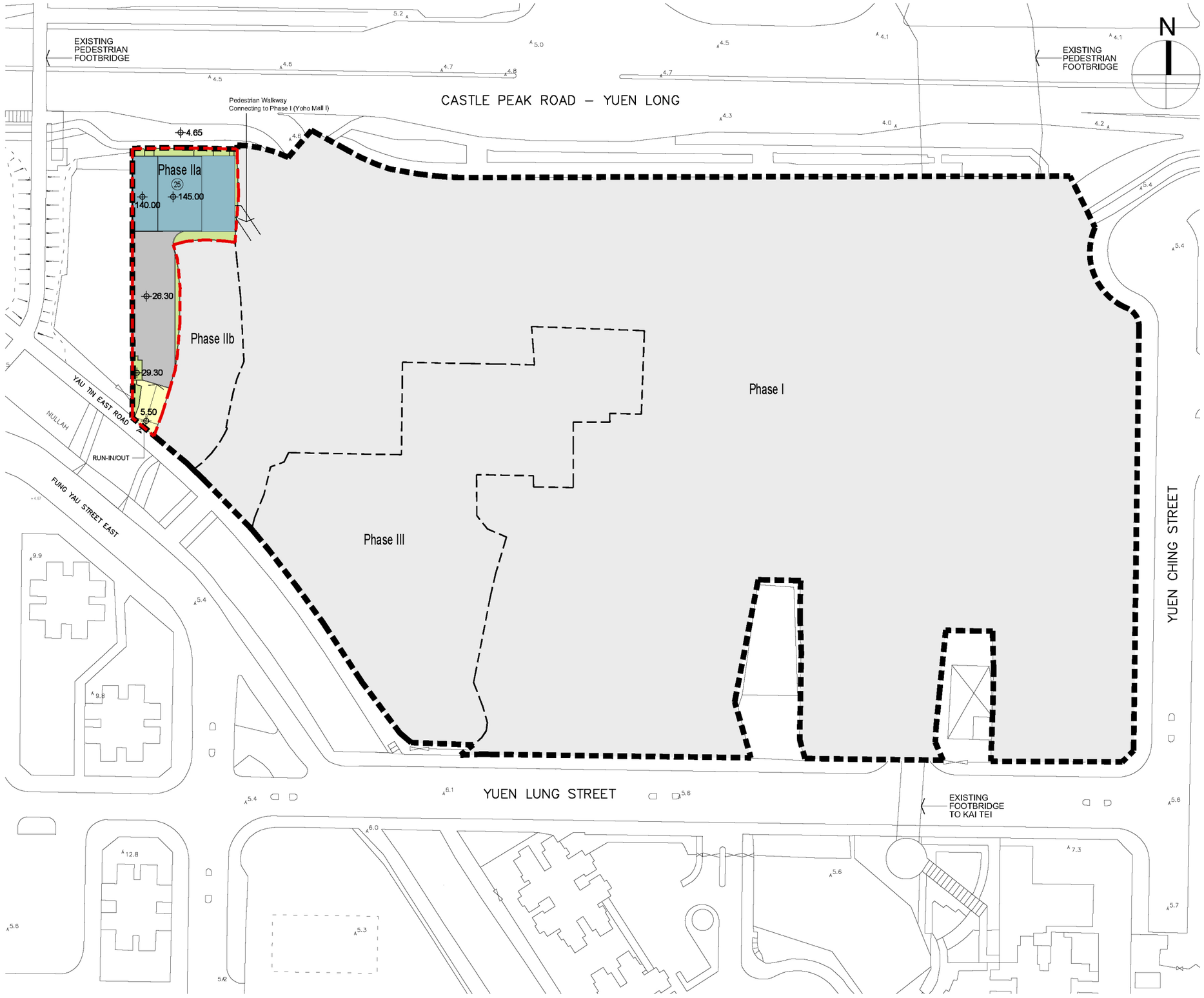

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD (Main Roof)
- 36 No. of Commercial / Office / Retail / Residential Floors
- Commercial / Office
- Landscape / Uncovered Area
- EVA / Uncovered Driveway / Uncovered L&UL
- Carpark/ Loading & Unloading / Covered Driveway

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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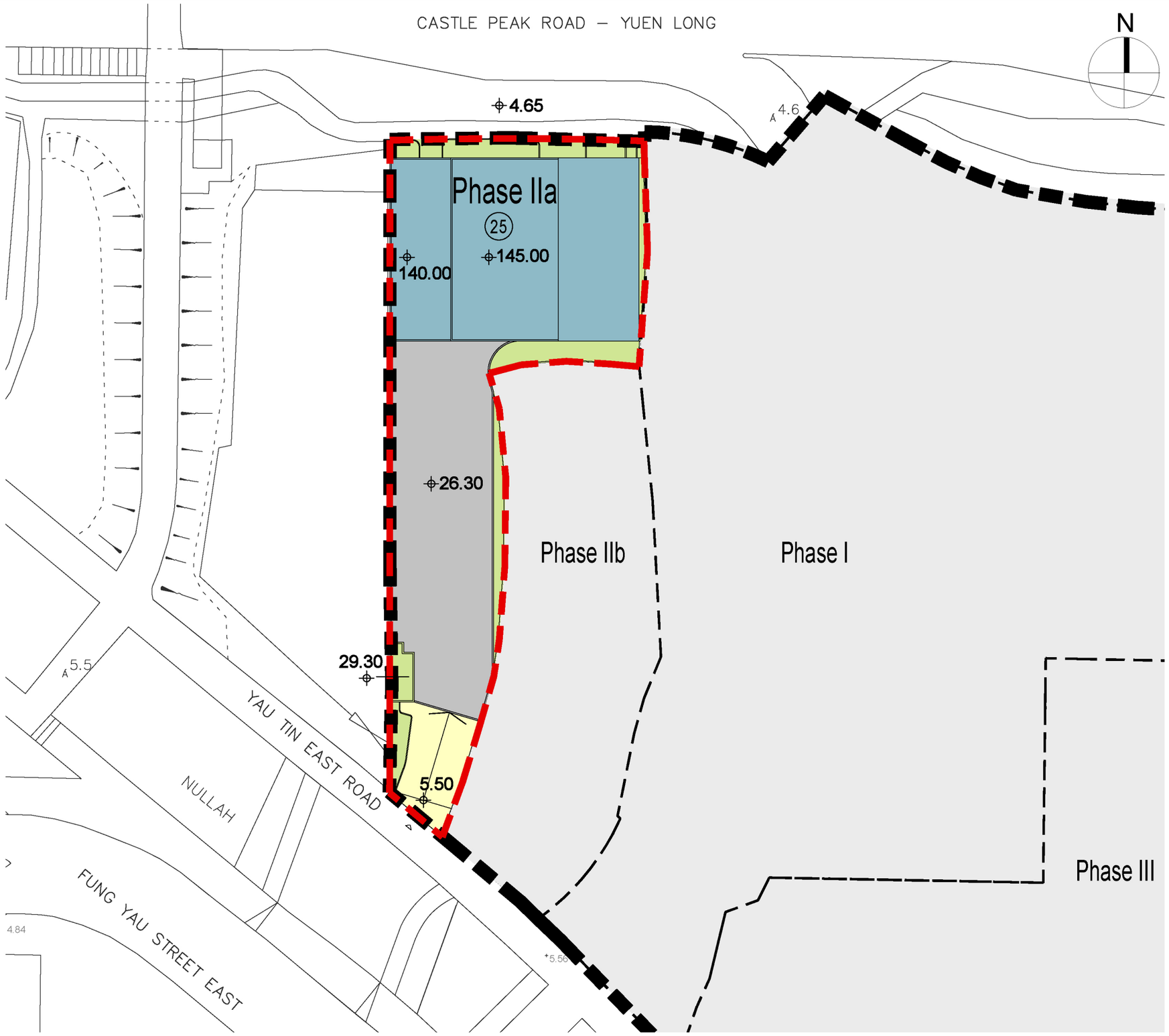

LEGEND:

- Application Site (Same as approved Application No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Landscape / Uncovered Area
- EVA / Uncovered Driveway / Uncovered L&UL
- Carpark/ Loading & Unloading / Covered Driveway

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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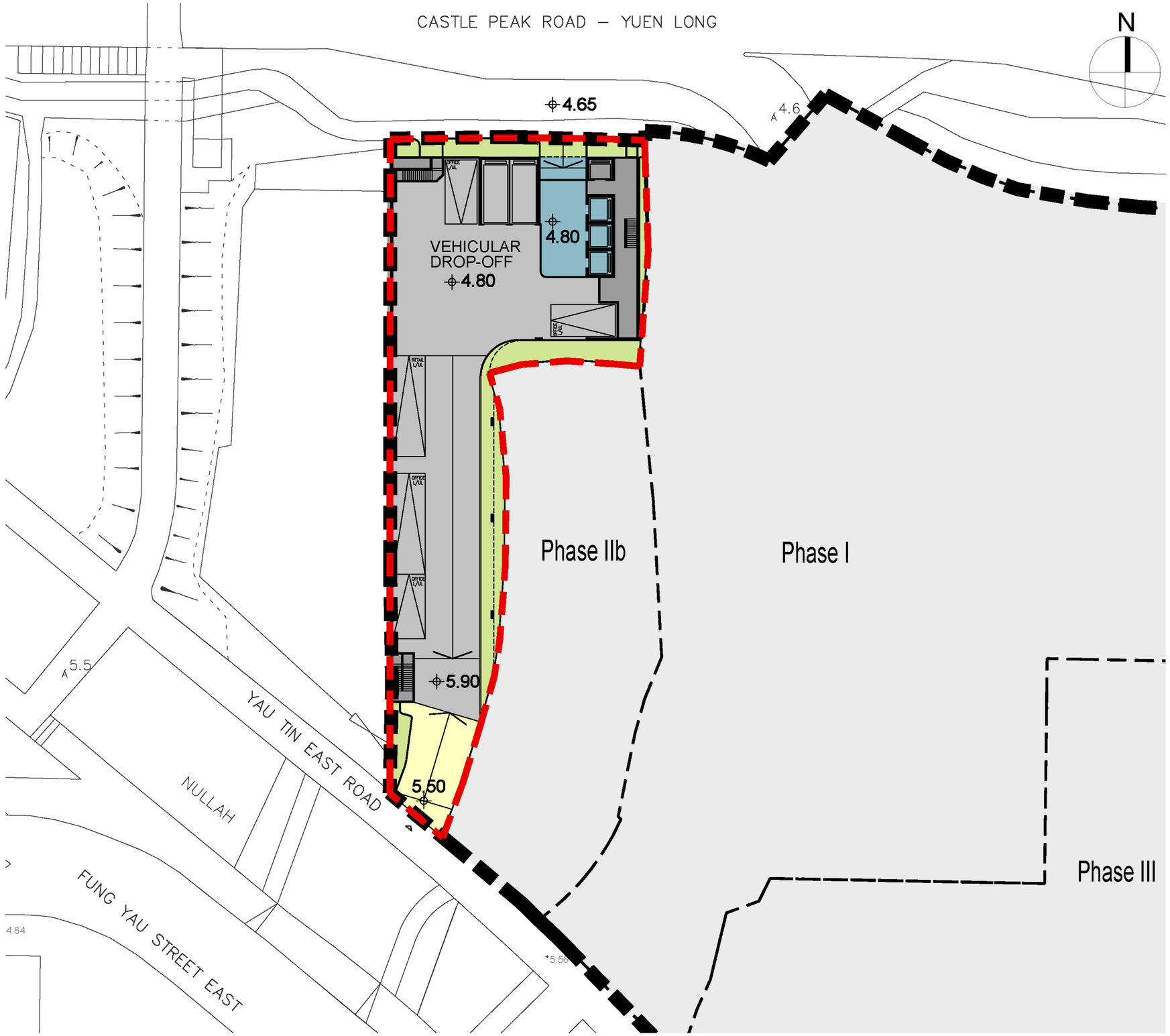

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Landscape / Uncovered Area
- EVA / Uncovered Driveway / Uncovered L&UL
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

Title	Checked	DH	Drawn	PW
Indicative Floor Plan (Phase IIa Development – G/F Plan)	Rev	0	Date	Jul 2026
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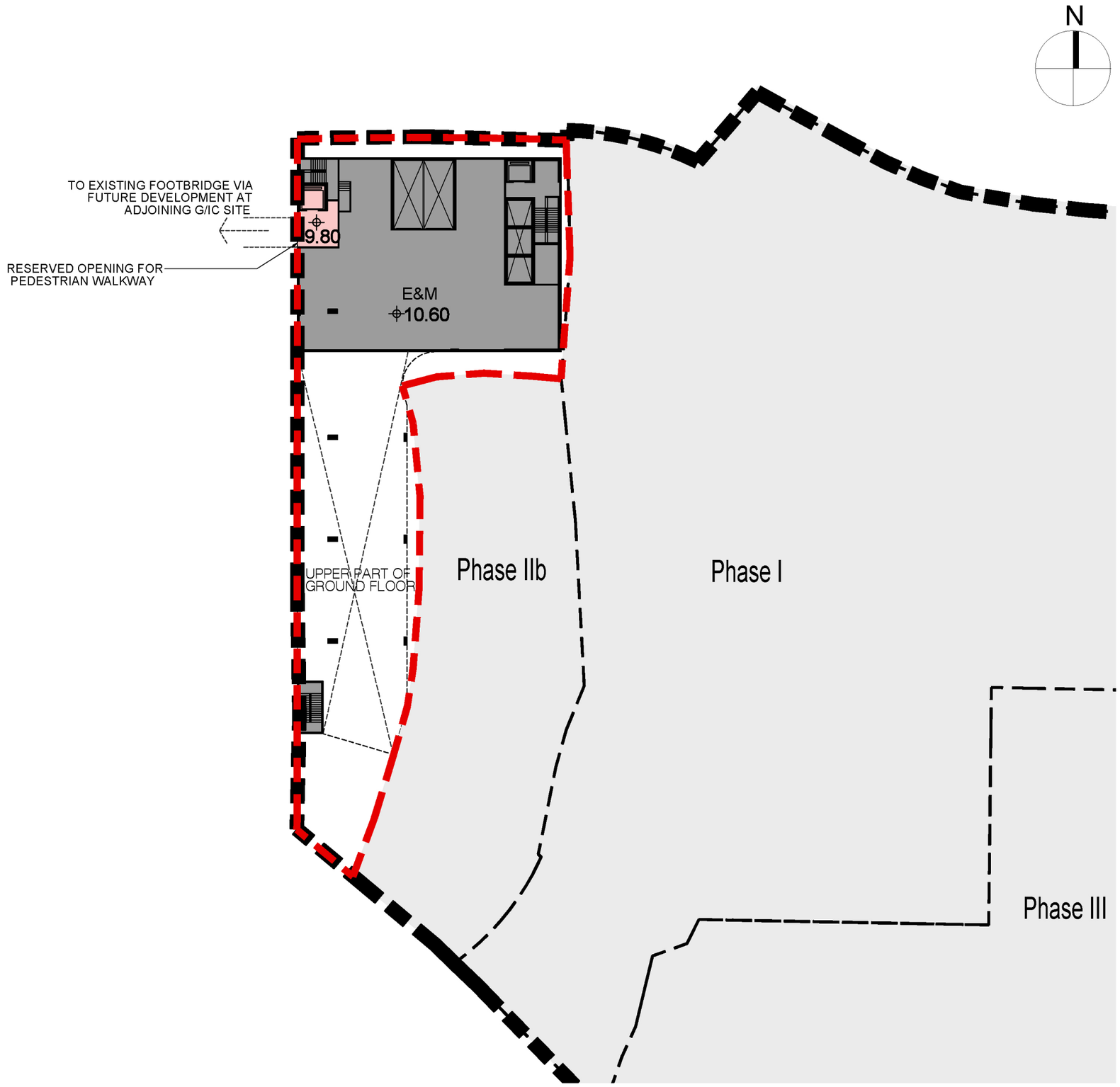

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Retail
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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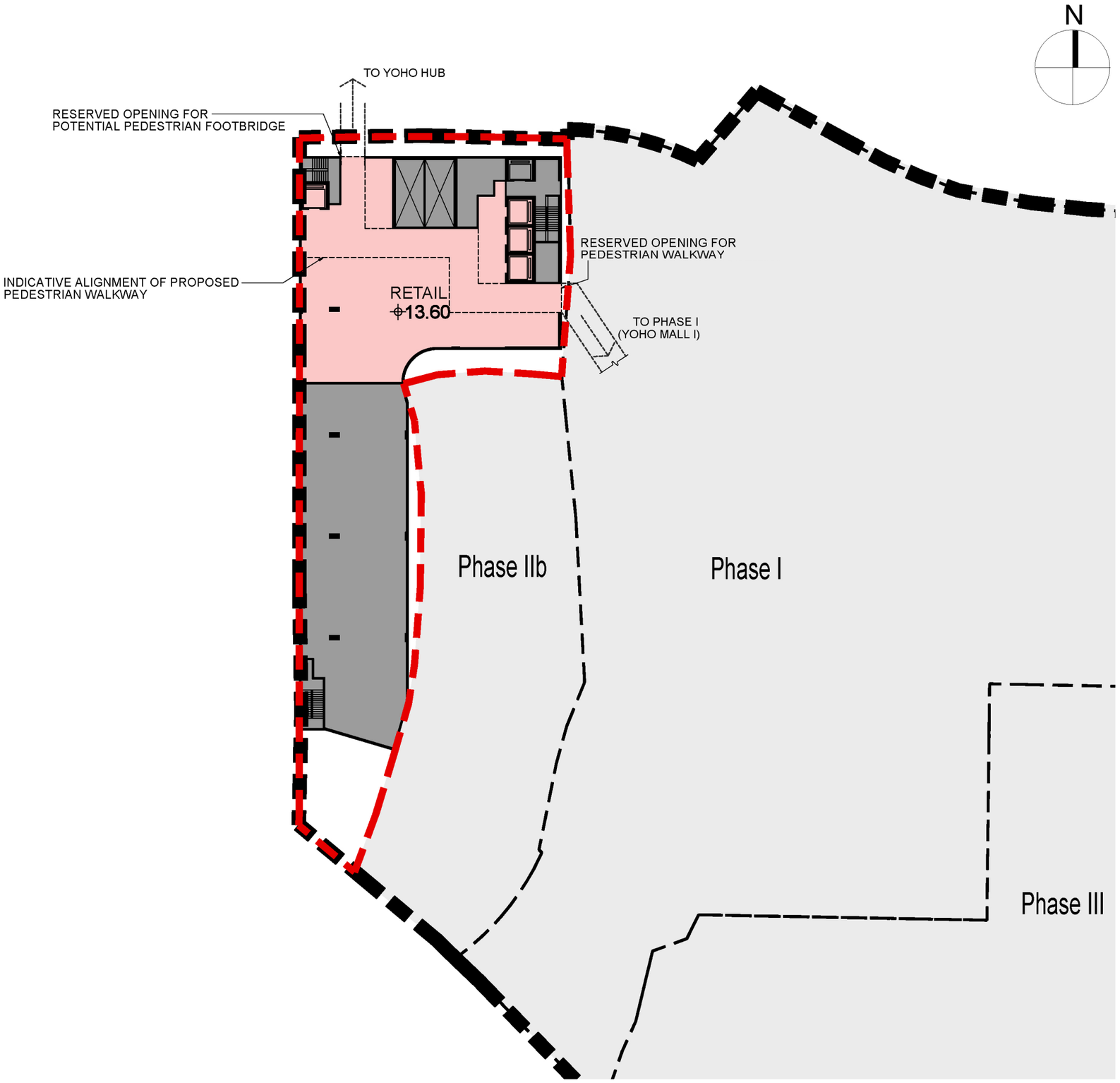

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Retail
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

Title	Checked	DH	Drawn	PW
Indicative Floor Plan (Phase IIa Development – 1/F Plan)	Rev	0	Date	Jul 2026
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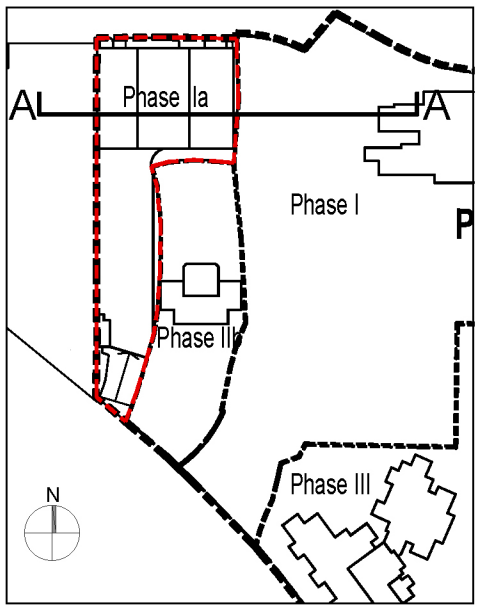
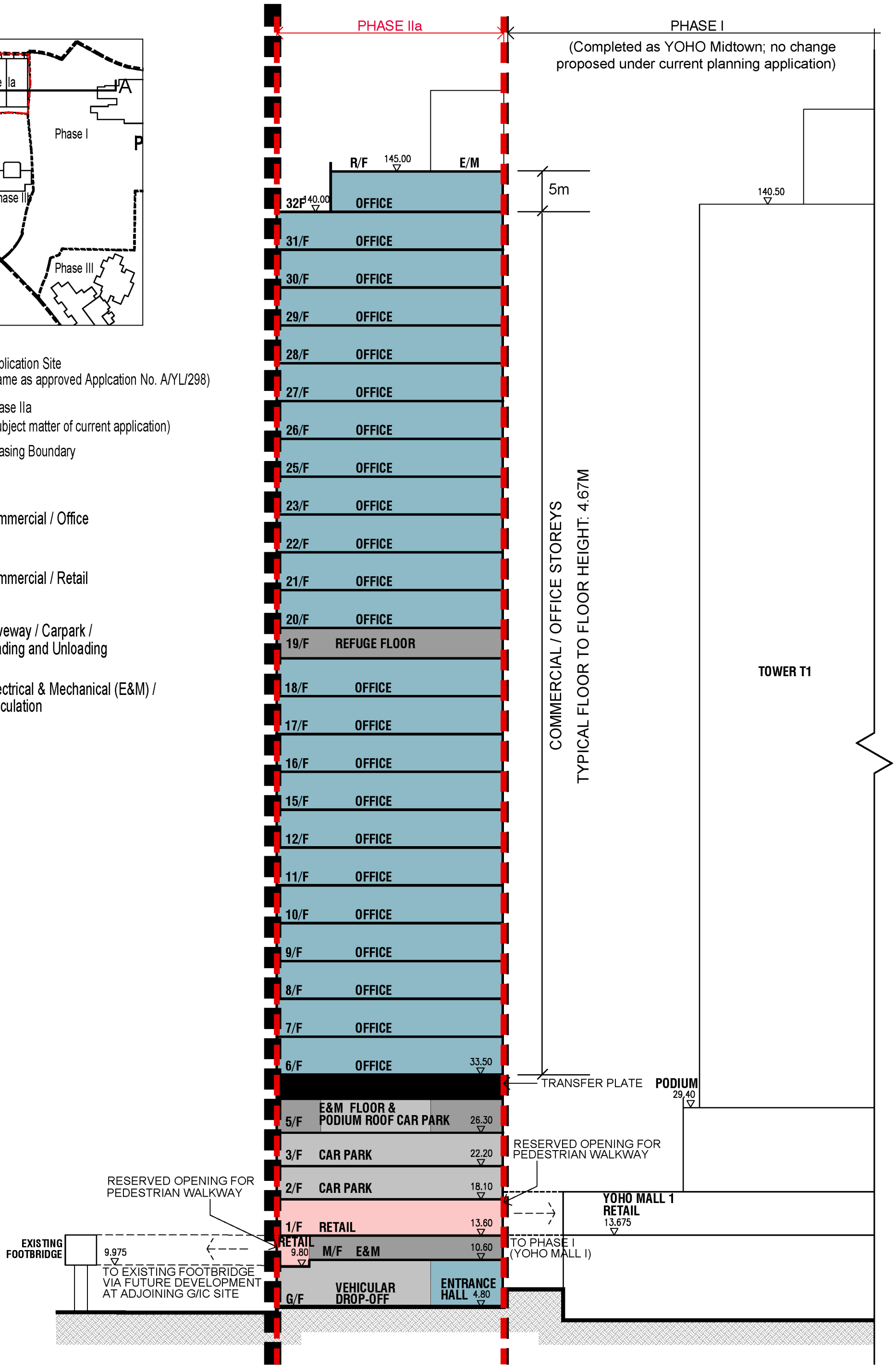
KEY PLAN:



LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Commercial / Office
- Commercial / Retail
- Driveway / Carpark / Loading and Unloading
- Electrical & Mechanical (E&M) / Circulation



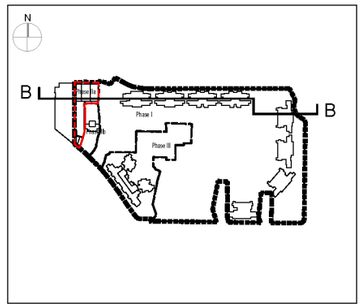
llewelyn davies

Title

Indicative Section Plan (A - A)

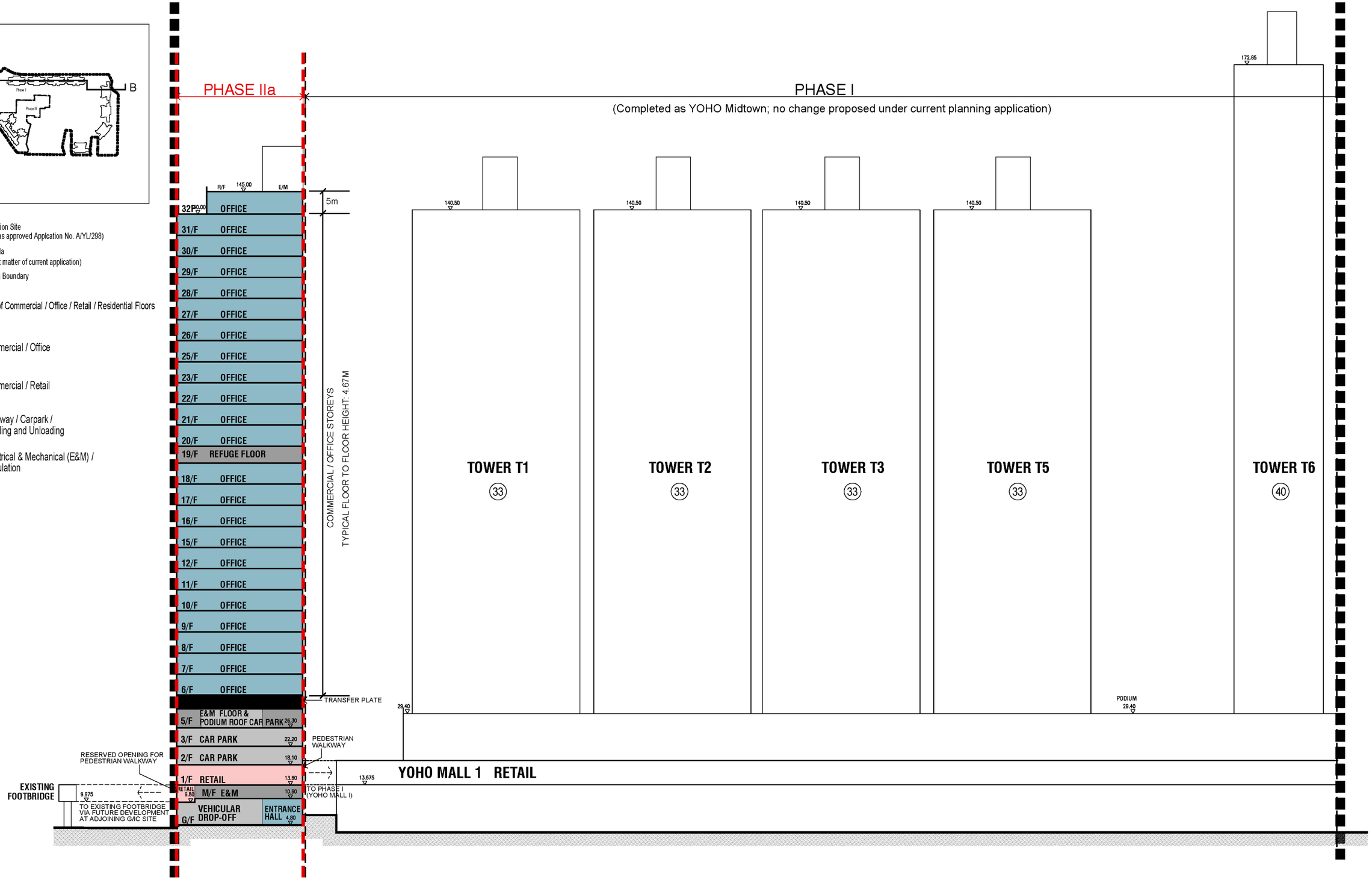
Checked	DH	Drawn	PW
Rev	1	Date	Jul 2026
Scale N / A		Figure 4.11	

KEY PLAN:



LEGEND:

- Application Site (Same as approved Application No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- (36) No. of Commercial / Office / Retail / Residential Floors
- Commercial / Office
- Commercial / Retail
- Driveway / Carpark / Loading and Unloading
- Electrical & Mechanical (E&M) / Circulation



Title: Indicative Section Plan (B - B)	Checked	DH	Drawn	PW
	Rev	0	Date	Jul 2026
	Scale N/A		Figure 4.12	

Attachment 1

Revised Drainage Impact Assessment

AECOM

Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)

Drainage Impact Assessment

July 2026

Delivering a better world

Prepared by:

AECOM Asia Company Limited
19/F, Tower A, 83 King Lam Street, Cheung Sha Wan, Kowloon
Hong Kong
aecom.com

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RPE Number:	0377480
Name:	YUEN Ming Chung
Discipline:	CVL
Prof. Qualification:	MICE-3/2005, MHKIE-3/2005

Signature of Registered Professional Engineer

Table of Contents

1. Introduction 1
1.1 Background 1
1.2 Objective of this Submission 1
1.3 Nomenclature 2
2. Development Proposal 3
2.1 The Proposed Development 3
3. Assessment Methodology 4
3.1 Overview of Methodology 4
3.2 Climate Change 4
3.3 Design Flood Levels 4
4. Drainage Impact Assessment 5
4.1 Site Description 5
4.2 Existing Drainage System 5
4.3 Runoff Estimation 6
5. Potential Drainage Impacts and Mitigation Measures 7
5.1 Proposed Drainage System 7
5.2 Potential Drainage Impacts 7
5.3 Construction Stage Drainage Mitigation Measures 7
6. Maintenance Responsibility 7
7. Conclusion 8

Tables

Table 1 - Nomenclature 2
Table 2 - Development Schedule 3
Table 3 - Design Hydraulic Parameters 4
Table 4 - Design Flood Levels 4
Table 5 - Boundary Conditions of Existing Nullah 5
Table 6 - Runoff Estimation 6

Figures

DIA/Figure 1 Site Location Plan

DIA/Figure 2 Master Layout Plan

DIA/Figure 3 Existing Catchment Area Plan for Phase IIa

DIA/Figure 4 Existing Drainage Layout Plan

DIA/Figure 5 Proposed Drainage Layout Plan

Appendices

Appendix 1 Aerial View of the Existing Site

Appendix 2 Boundary Conditions by DSD

Appendix 3 Projection of Boundary Conditions of Existing Nullah

Appendix 4 Runoff Estimation

Appendix 5 Hydraulic Calculations

1. Introduction

1.1 Background

1.1.1 AECOM Asia Company Limited (AECOM) was commissioned by the project proponent to act as the engineering consultant to conduct a Drainage Impact Assessment (DIA) to support the Proposed Commercial Development to the south of Castle Peak Road – Yuen Long, New Territories.

1.1.2 This planning application is submitted for proposed commercial development in Phase IIa of a Comprehensive Commercial/Residential Development at the "Comprehensive Development Area" ("CDA") to the immediate south of Castle Peak Road in Area 12, Yuen Long. The location plan is shown in **DIA/Figure 1**.

1.1.3 The Application Site is zoned "CDA" under the Draft Yuen Long Outline Zoning Plan (OZP) No. S/YL/28 and is the subject of various previously approved planning applications for comprehensive commercial/residential development between 1995 and 2023. Due to multiple ownership involved, a phased development approach has all along been adopted for the various development proposals approved therein.

1.1.4 According to the latest planning application No. A/YL/298 for proposed subsidized sale flats (SSF) and social welfare facility (SWF) development approved on 31.3.2023 (hereafter referred to as the "Approved CDA Development") for the subject "CDA" site, the Approved CDA Development is divided into three phases, including Phase I (i.e. the completed commercial/residential development known as the completed YOHO Midtown at the northern and eastern portions), Phases IIa & IIb (i.e. the approved hotel and flats development at the northwestern portion), and Phase III (i.e. the proposed SSF and SWF under the approved application at the southwestern portion).

1.1.5 It should be emphasized that the subject matter of the current planning application is the proposed change in Phase IIa to commercial development only. No change is proposed for Phases I, IIb and III developments within the same "CDA" zone. Under the Approved CDA Development, Phase IIa was proposed for hotel development. However, in order to contribute to achieving home-job balance and creating a mixed-use neighbourhood in Yuen Long District, Phase IIa is now proposed to be a commercial/office development with supporting commercial/retail facilities.

1.1.6 This DIA report serves as a supporting document for the S16 Planning Application for amendments to an approved master layout plan under application No. A/YL/298.

1.2 Objective of this Submission

1.2.1 This report outlines the assessment results of the potential drainage impacts caused by the proposed development at Phase IIa of the Application Site. The main objectives of this assessment include the following:

(i) Review the existing stormwater drainage conditions;

(ii) Outline the methodology adopted in this assessment;

(iii) Outline changes to the drainage characteristics and potential drainage impacts which may arise from the proposed development in Phase IIa;

(iv) Propose drainage mitigation measures where appropriate to mitigate the potential drainage impacts.

1.3 Nomenclature

1.3.1 The following abbreviations and shortened expressions in **Table 1** are adopted in this report.

AECOM	AECOM Asia Company Limited
DSD	Drainage Services Department
DIA	Drainage Impact Assessment
GFA	Gross Floor Area
MLP	Master Layout Plan
mPD	Metres above Principal Datum
SDM	Stormwater Drainage Manual (5th Edition, DSD)

Table 1 - Nomenclature

2. Development Proposal

2.1 The Proposed Development

2.1.1 The Phase IIa development site area is approximately 1,230m^2 with a proposed non-domestic Gross Floor Area (GFA) of not more than 12,207m^2, comprising a commercial/office space of about 11,607m^2 and commercial/retail area of about 600m^2. The tentative intake year for the Phase IIa development is 2030.

2.1.2 The Master Layout Plan (MLP) of the Proposed Development is shown in **DIA/Figure 2**. The proposed development schedule is summarised in **Table 2** below.

Development Parameters (1)	**Phase IIa**
Development Site Area	About 1,230m^2
Total Non-domestic GFA for Proposed Commercial Development (2) - Commercial/Office - Commercial/Retail	Not more than 12,207m^2 About 11,607m^2 About 600m^2
Total Non-domestic Plot Ratio	About 9.93
Maximum Site Coverage	Not exceeding 24m: Not more than 92% Above 24m: Not more than 65%
Maximum Building Height (to the main roof)	Not more than 145mPD
Total No. of Storeys (3)	29 storeys
No. of Blocks	1

Table 2 - Development Schedule

Remarks:

(1) Development parameters shown on this indicative development schedule are for Phase IIa development only (i.e. subject matter of the current planning application).

(2) Including 'Office', 'Eating Place', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'.

(3) Including 23 commercial / office storeys + 2 commercial / retail storeys (including M/F) + 4 storeys for E&M, carpark and entrance lobby; excluding 1 refuge floor and transfer plate.

3. Assessment Methodology

3.1 Overview of Methodology

3.1.1 This DIA is carried out in accordance with the requirements of the Stormwater Drainage Manual (5th Edition) (SDM), SDM Corrigendum Nos. 1/2022, 1/2024 and 2/2024 promulgated by DSD.

3.1.2 Potential stormwater impacts due to the proposed development are assessed quantitatively. Catchment based runoff will be estimated using Rational Method while the hydraulic performance of the drains shall adopt Colebrook-White with appropriate roughness factors corresponding to the materials and deteriorating conditions. The adopted design parameters for hydraulic calculations are summarised in **Table 3** below.

Design Storm Return Period	50 years
Colebrook-White Roughness Value, k_s	0.6 (Concrete pipe under poor condition)
Viscosity of Water, ν	1×10^{-6} m^2/s
Runoff Coefficients, C	0.95 (Paved Area)
	0.35 (Unpaved Area)
Rainfall increase due to Climate Change (end century)	16%
Rainfall increase due to Climate Change (mid century)	11.1%
Design Allowance (end century)	12.1%
Design Allowance (mid century)	0%

Table 3 - Design Hydraulic Parameters

3.2 Climate Change

3.2.1 According to DSD's SDM, rainfall allowance due to the effect of climate change should be considered in drainage impact assessments. With reference to the SDM Corrigendum No. 1/2022, a 16% increase in rainfall intensity by the end of the 21st century and a 12.1% design allowance has been considered for this assessment.

3.3 Design Flood Levels

3.3.1 According to DSD's SDM Clause 6.4 and Table 11, two flood cases for the combined rain and tide events are considered for a 50-year return period, which is summarised in **Table 4**.

Flood Level Return Period	Case I (50A)	Case II (50B)
50 years	50-year rain + 10-year sea level	10-year rain + 50-year sea level

Table 4 - Design Flood Levels

3.3.2 Sufficient freeboard will be provided in accordance with DSD's SDM Clause 6.5.

4. Drainage Impact Assessment

4.1 Site Description

4.1.1 Phase IIa of the Application Site is bound by Castle Peak Road – Yuen Long to the North and Yau Tin East Road to the South.

4.1.2 The site area of Phase IIa is currently partially covered with vegetation (about 8%), while the remaining portion is occupied by various sheds (about 92%). Aerial view of the existing site refers to **Appendix 1**, and the existing catchment area plan is shown in **DIA/Figure 3**.

4.2 Existing Drainage System

4.2.1 Phase IIa is located adjacent to an existing nullah SCP1009740 along Yau Tin East Road receiving stormwater runoff. Layout of the existing drainage system refers to **DIA/Figure 4**. The boundary conditions including the discharge and water level of the existing nullah provided by DSD are enclosed in **Appendix 2**.

4.2.2 It is noted that the downstream of the existing nullah is under upgrading under DSD's contract No. DC/2022/03, Yuen Long Barrage Scheme. Once the project is completed by mid-2030, water level of the nullah at Yau Tin East Road is expected to be lowered resulting in an increased flooding resilience. As the boundary conditions provided by DSD are in accordance with the 2018 edition of the SDM, appropriate adjustments are made to incorporate the changes from SDM Corrigendum Nos. 1/2022 and 1/2024. The resulting boundary conditions are summarized in **Table 5**. Detailed calculations can be referred to **Appendix 3**.

Flood Case	Boundary Conditions	Prior to Yuen Long Barrage Scheme		After completion of Yuen Long Barrage Scheme	
		Mid-century conditions provided by DSD	Projected mid-century conditions adopted in this DIA (1)	Mid-century conditions provided by DSD	Projected end-century conditions adopted in this DIA
50A	Water Level (mPD)	4.57	4.88	3.89	4.44
50B	Water Level (mPD)	4.76	5.03	3.72	4.17

(1) Mid century climate change is adopted for the boundary conditions prior to completion of the Yuen Long Barrage Scheme as the project is anticipated to be completed by mid-2030.

Table 5 - Boundary Conditions of Existing Nullah

4.3 Runoff Estimation

4.3.1 Rational Method has been adopted for the estimation of runoff from the pre-development and post-development scenarios.

4.3.2 The surface runoff from Phase IIa before development is about 0.094m^3/s, and the post-development runoff is slightly decreased to 0.093m^3/s due to having a slight decrease in paved area. The summary of surface runoff is shown in **Table 6** below. Detail calculations of runoff estimation for both pre-development and post-development refer to **Appendix 4**.

	Paved Area (m^2)	Unpaved Area (m^2)	Time of Concentration (min)	Rainfall Intensity (1) (mm/hr)	Surface runoff (m^3/s)
Pre-Development	1,130 (2)	100 (2)	5	305.6	0.094
Post-Development (Prior to Yuen Long Barrage Scheme)	1,110 (3)	120 (3)	5	265.1(4)	0.081
Post-Development (after completion of Yuen Long Barrage Scheme)	1,110 (3)	120 (3)	5	305.6	0.093

(1) Rainfall intensity include 16% rainfall increase due to climate change and 12.1% design allowance.

(2) Existing Phase IIa site is about 92% paved and 8% unpaved as shown in **DIA/Figure 3**, with reference to aerial photo under **Appendix 1**.

(3) Approximately 120m^2 of unpaved area will be provided post-development.

(4) Since the upgrading works by DSD (Yuen Long Barrage scheme) is in progress and is expected to be completed by mid-2030, mid-century 50-year rainfall is adopted for the interim stage prior to completion of the upgrading works.

Table 6 - Runoff Estimation

5. Potential Drainage Impacts and Mitigation Measures

5.1 Proposed Drainage System

5.1.1 Terminal manhole TMH1 is proposed to collect surface runoff within Phase IIa. The runoff will be collected by a newly constructed drainage system to be discharged to the existing nullah SCP1009740 at Yau Tin East Road via. a new outlet with flap valve. The proposed drainage layout plan is shown in **DIA/Figure 5**.

5.1.2 The proposed stormwater pipes are designed to cater for effect of climate change. Minimum 300mm freeboard is achieved at the interim stage prior to completion of Yuen Long Barrage Scheme. Once the Yuen Long Barrage Scheme is completed, minimum freeboard is expected to increase to over 500mm, complying with DSD SDM Clause 6.5. Hydraulic calculation refers to **Appendix 5.**

5.1.3 The drainage system including internal drainage will be further developed and submitted for vetting in the detailed design stage. Perimeter drains would be provided where necessary to intercept surface runoff from the site.

5.2 Potential Drainage Impacts

5.2.1 Referring to **Table 6**, due to slight decrease in paved area, the surface runoff is expected to decrease after development. As such, there is no adverse drainage impact to the existing nullah SCP1009740.

5.3 Construction Stage Drainage Mitigation Measures

5.3.1 No major drainage issues during the construction stage are anticipated. The temporary drainage arrangement during the construction stage shall be designed by the contractor and submitted to DSD for approval.

6. Maintenance Responsibility

6.1.1 The development is responsible for the construction and maintenance of all drainage facilities within the Phase IIa Site Boundary, including the internal drainage system and stormwater terminal manhole.

6.1.2 The development is also responsible for the construction of the drainage pipes and manholes proposed in the DIA report outside the Application Site boundary, and once completed will be handed over to DSD for future maintenance.

7. Conclusion

7.1.1 The DIA for the Application Site was previously approved under planning application No. A/YL/298. Under this planning application, the MLP for Phase IIa is amended, and the drainage impacts arising from Phase IIa development is assessed under this DIA.

7.1.2 The surface runoff of Phase IIa will be discharged to a proposed drainage system to be ultimately discharged to the existing nullah SCP1009740 to the south of Phase IIa.

7.1.3 Based on the hydraulic calculation, no adverse impact to the existing drainage system is envisaged.

End of Report

Figures

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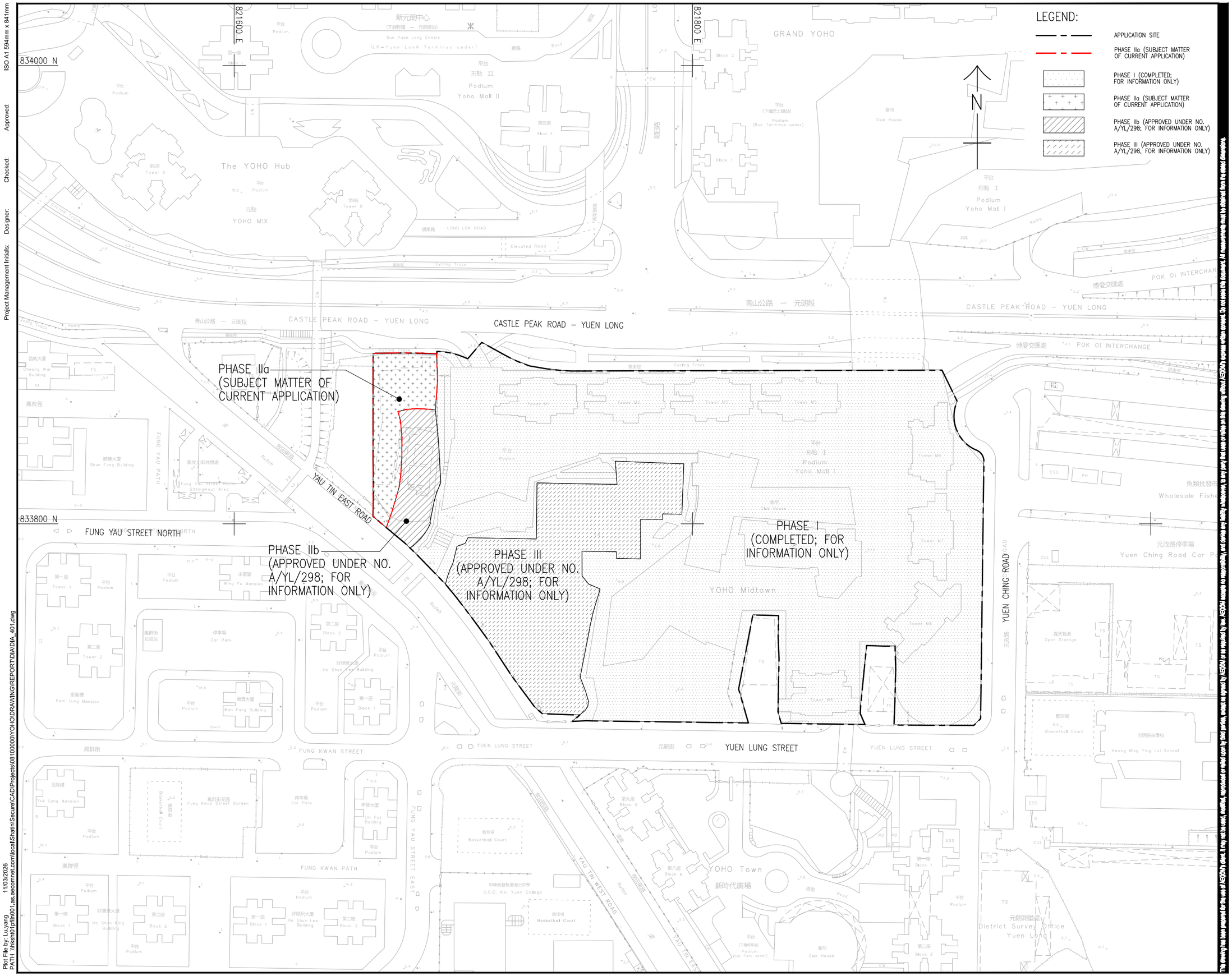

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SCALE 比例: A3 1 : 1500

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: YOHO

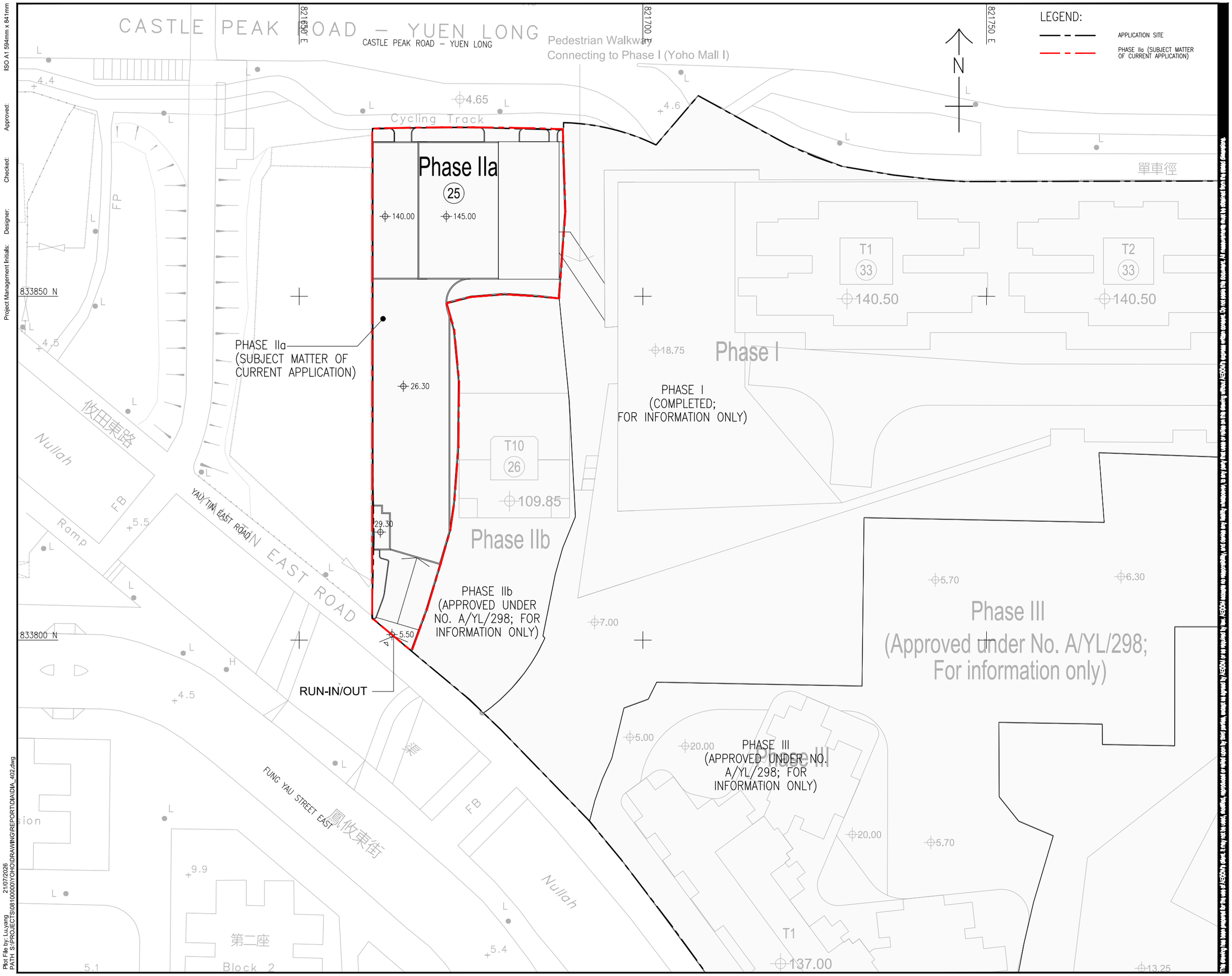
AGREEMENT NO. 合約編號:

SHEET TITLE
圖紙名稱

SITE LOCATION PLAN

SHEET NUMBER
圖紙編號

YOHO/DIA/FIGURE 1



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A3 1 : 500

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KEY PLAN

PROJECT NO.
YOHO

AGREEMENT NO.

SHEET TITLE
MASTER LAYOUT PLAN

SHEET NUMBER
YOHO/DIA/FIGURE 2

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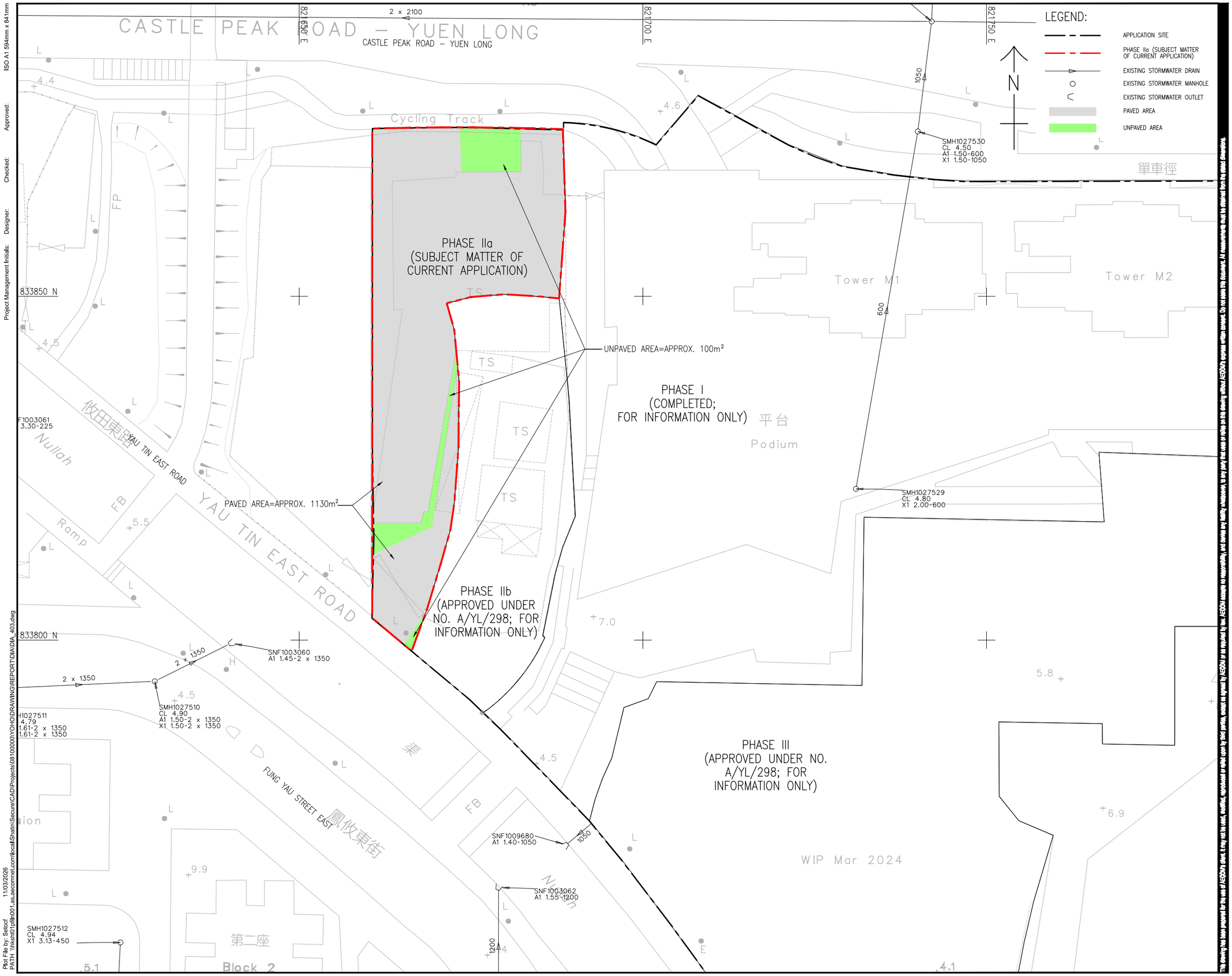
21/07/2026



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A3 1 : 500

DIMENSION UNIT

METRES

KEY PLAN

PROJECT NO.

YOHO

AGREEMENT NO.

SHEET TITLE

EXISTING CATCHMENT AREA PLAN FOR PHASE IIa

SHEET NUMBER

YOHO/DIA/FIGURE 3

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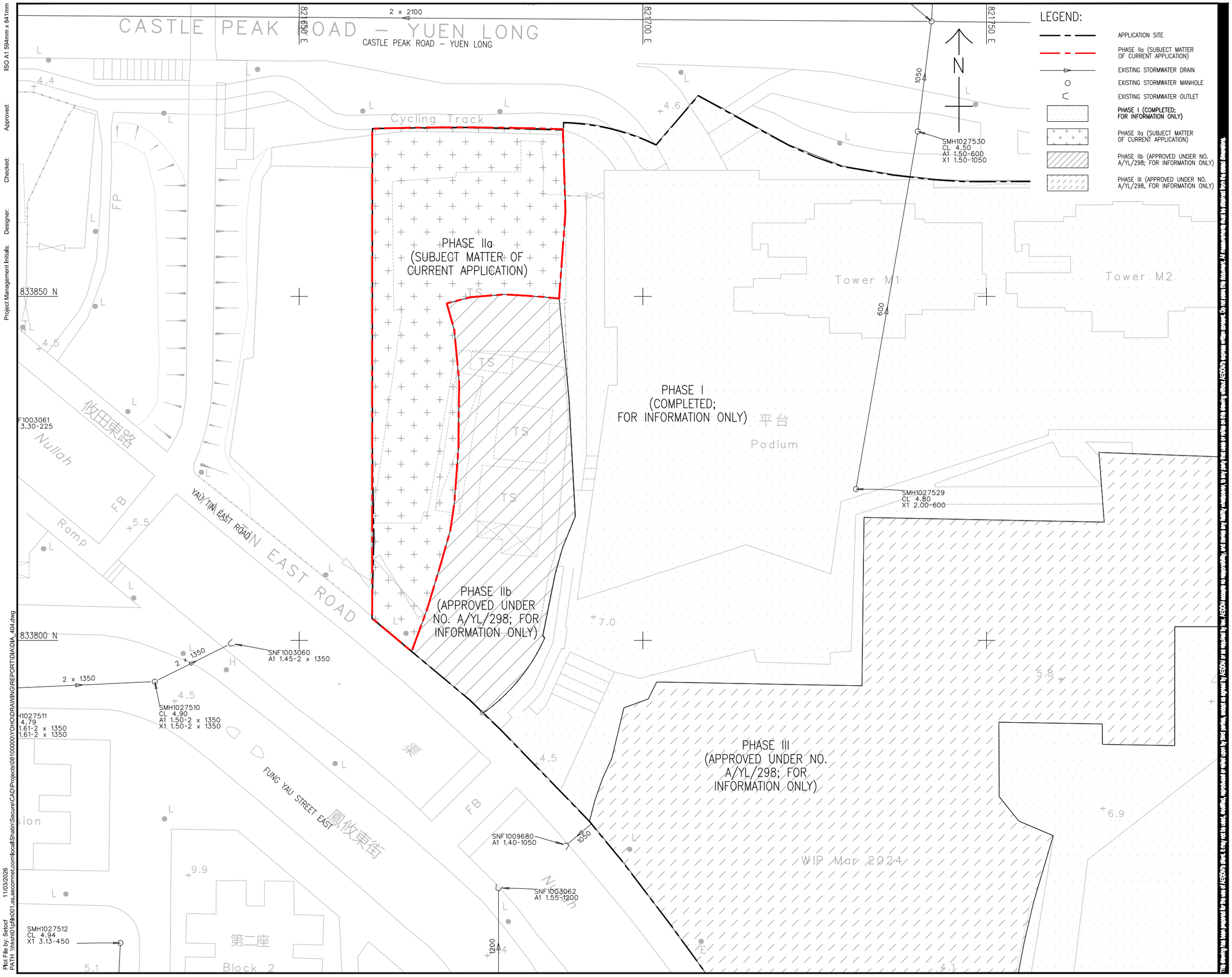

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AGREEMENT NO. 合約編號

SHEET TITLE
圖紙名稱

EXISITNG DRAINAGE LAYOUT PLAN

SHEET NUMBER
圖紙編號

YOHO/DIA/FIGURE 4

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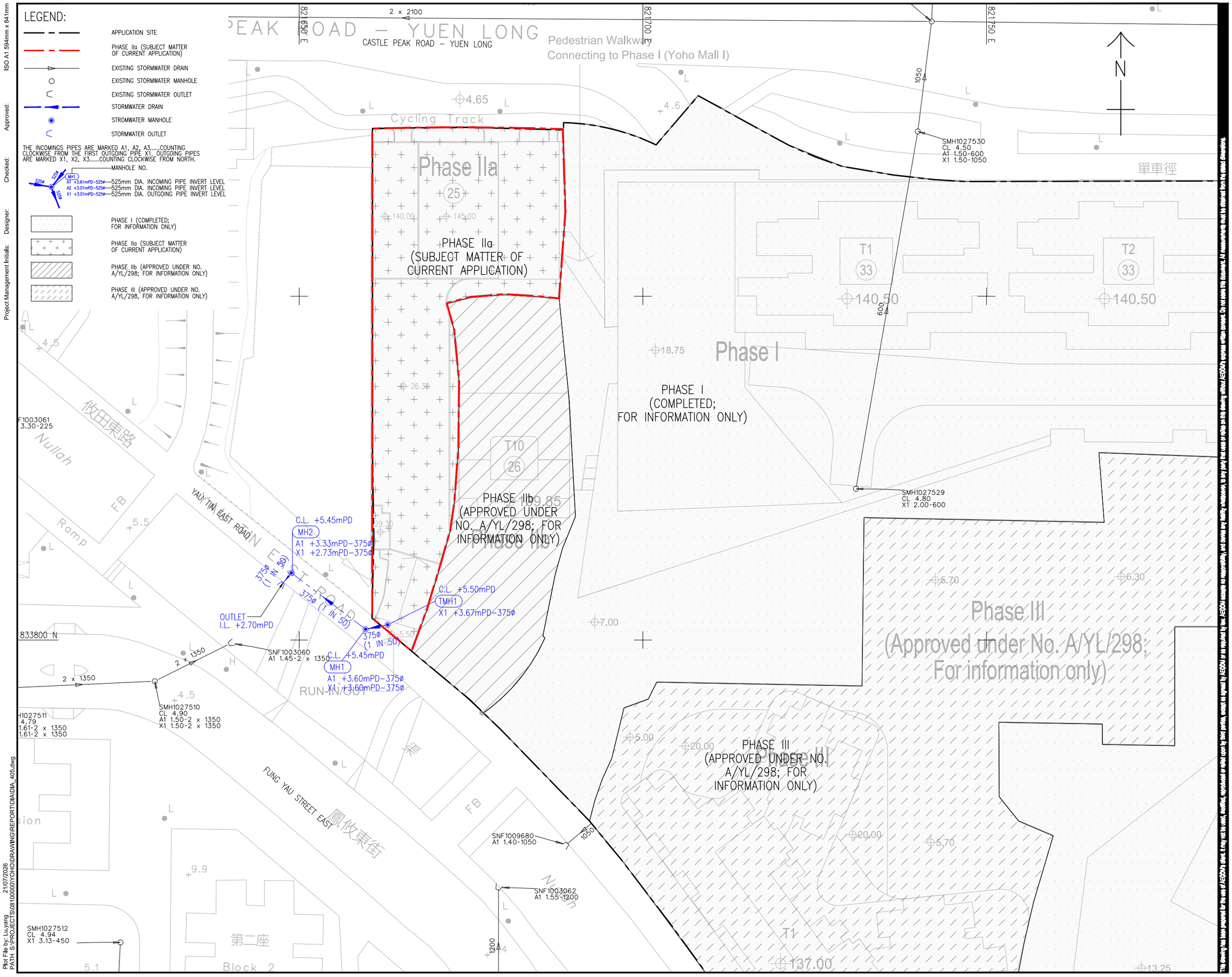

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PROJECT NO. 項目編號: YOHO

AGREEMENT NO. 合約編號

SHEET TITLE
圖紙名稱

PROPOSED DRAINAGE LAYOUT PLAN

SHEET NUMBER
圖紙編號

YOHO/DIA/FIGURE 5

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Appendix 1

Aerial View of the Existing Site

E188289C 6900' 24 Feb 2023 UltraCam Eagle 210mm
YUEN LONG 元朗

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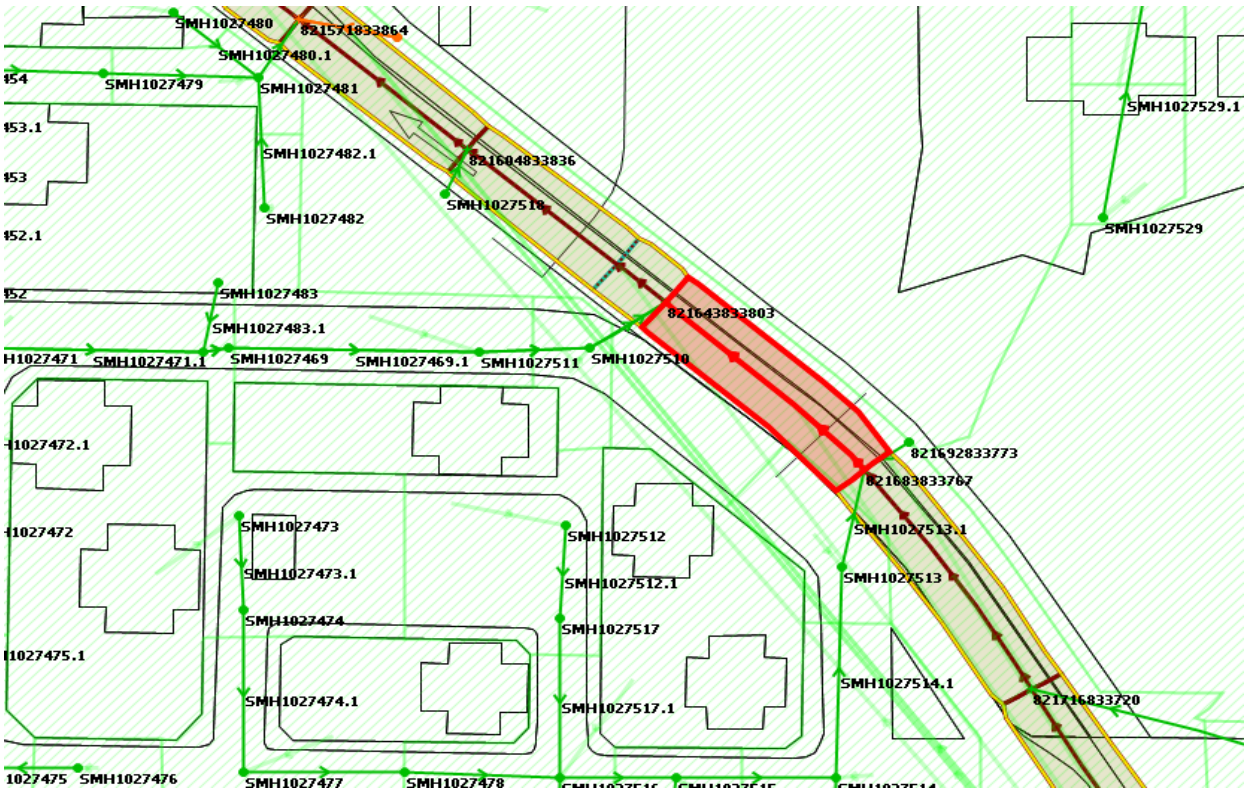
Appendix 2

Boundary Conditions by DSD

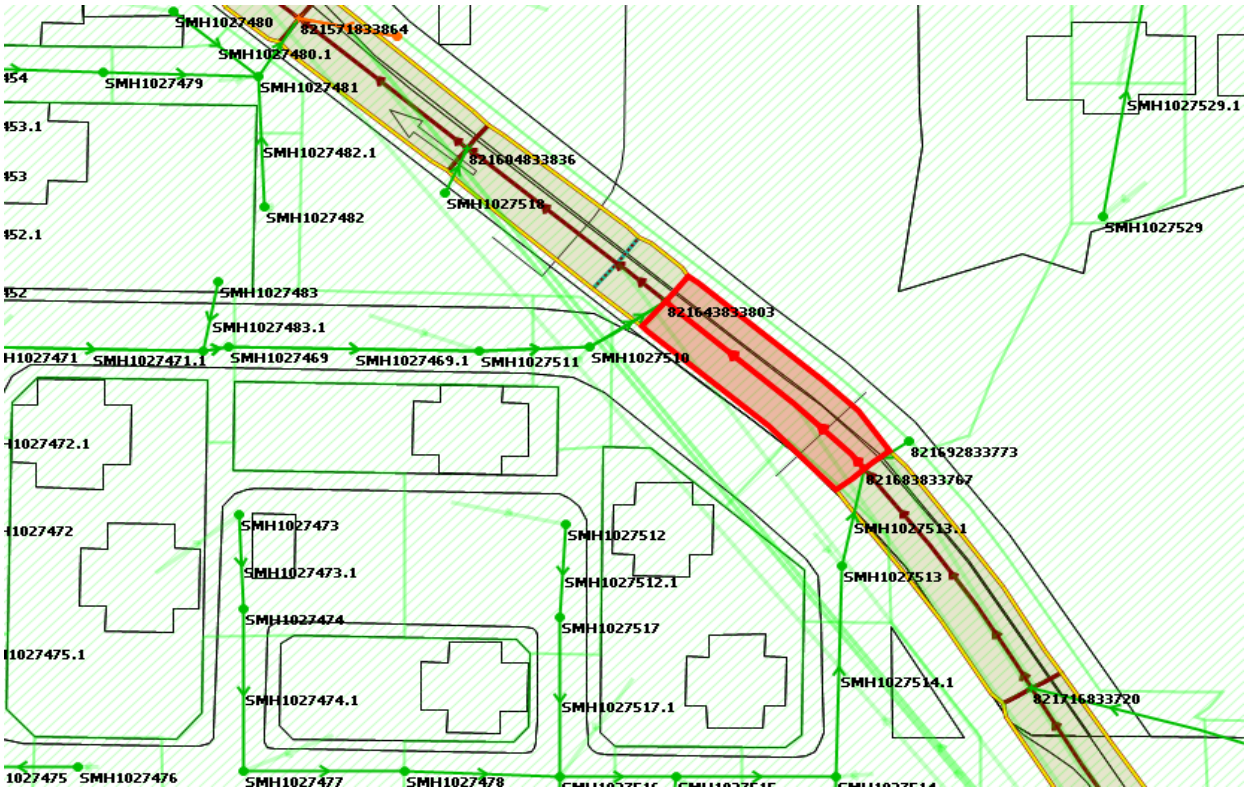
PP Scenario with Mid-Century Climate Change

Object / Node ID	Properties / Cases	50A	50B
821643833803	Point A (mAD)	3.890	3.722
821683833767	Point B (mAD)	3.886	3.718
821683833767.1	DS Discharge (m^3/s)	33.173	31.855
	US Discharge (m^3/s)	33.274	31.855



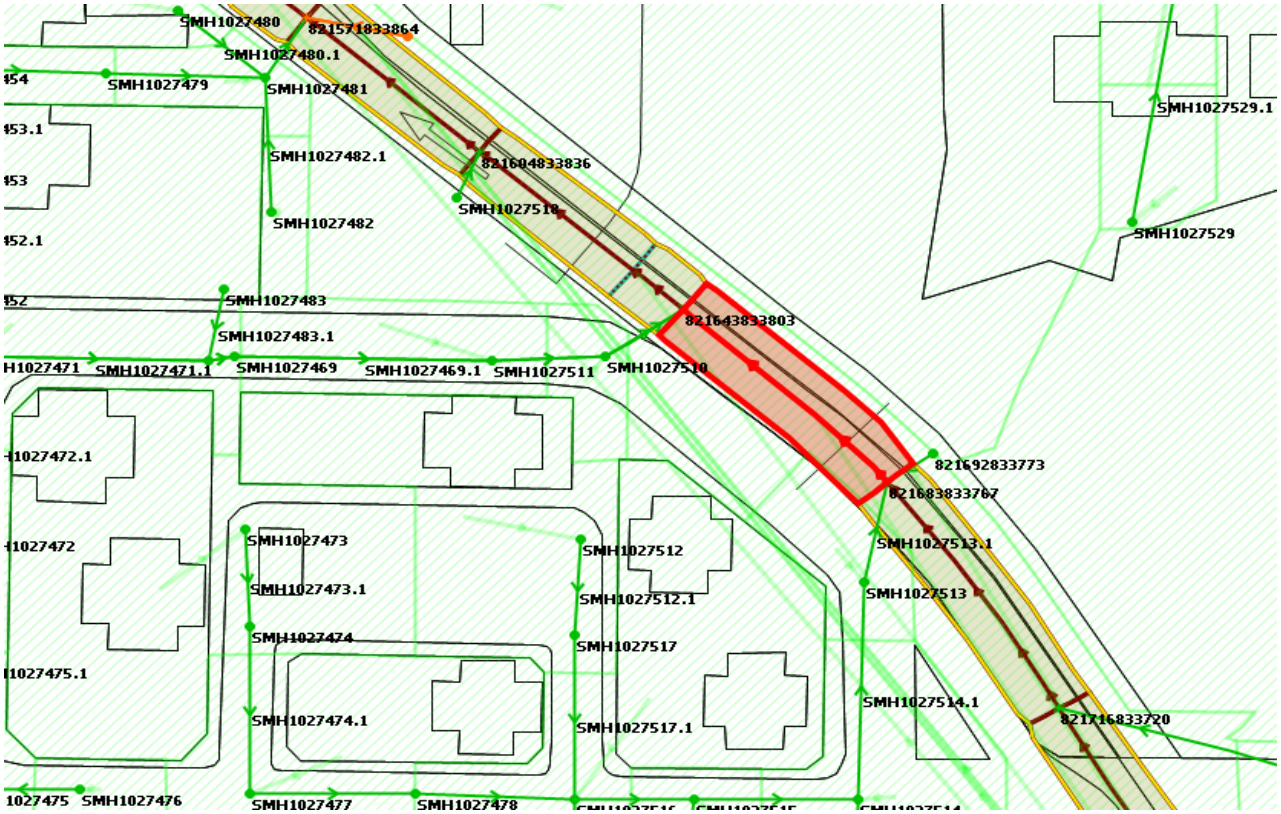
PP Scenario without Mid-Century Climate Change

Object / Node ID	Properties / Cases	50A	50B
821643833803	Point A (mAD)	3.777	3.581
821683833767	Point B (mAD)	3.774	3.579
821683833767.1	DS Discharge (m^3/s)	32.269	29.850
	US Discharge (m^3/s)	32.294	29.879



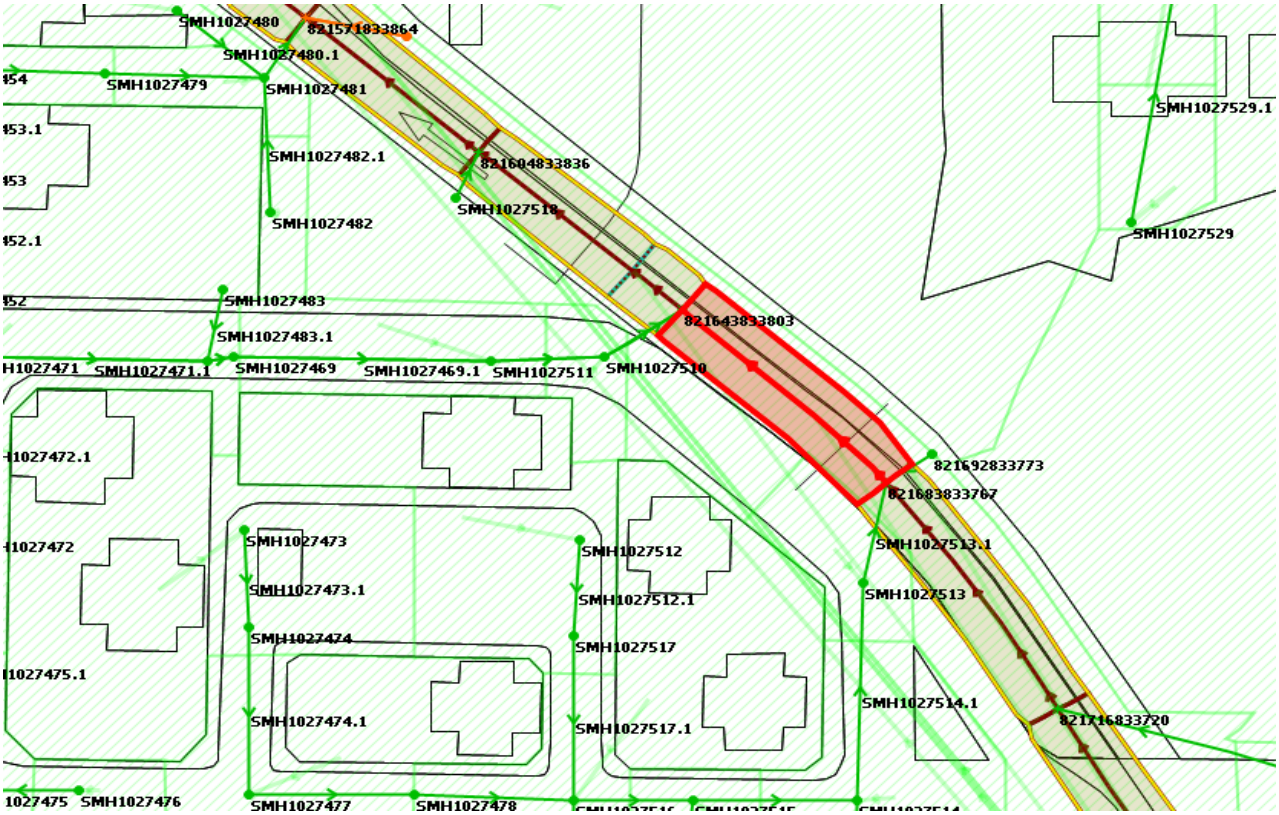
EE Scenario with Mid-Century Climate Change

Object / Node ID	Properties / Cases	50A	50B
821643833803	Point A (mAD)	4.565	4.762284
821683833767	Point B (mAD)	4.564	4.763165
821683833767.1	DS Discharge (m^3/s)	28.3795	24.37818
	US Discharge (m^3/s)	28.3413	24.51451



EE Scenario without Mid-Century Climate Change

Object / Node ID	Properties / Cases	50A	50B
821643833803	Point A (mAD)	4.294	4.477
821683833767	Point B (mAD)	4.292	4.478
821683833767.1	DS Discharge (m^3/s)	27.587	24.404
	US Discharge (m^3/s)	27.569	24.259



Appendix 3

Projection of Boundary Conditions of Existing Nullah

Comparison of rainfall increase due to climate change (Corrigendum No. 1/2022)

Mid Century

Rainfall increase at mid-century using SDM2018	=	10.4%
Rainfall increase at mid-century with latest corrigendum	=	11.1%
Percentage increase in latest corrigendum	=	0.6%

End Century

Rainfall increase at end-century using SDM2018	=	13.8%
Rainfall increase at end-century with latest corrigendum	=	28.1%
Percentage increase in latest corrigendum	=	12.6%

Reference from SDM2018:

Table 28 – Rainfall Increase and Sea Level Rise due to Climate Change

	Rainfall Increase	Sea Level Rise (m)
Mid 21st Century (2041 – 2060)	10.4%	0.23
End of 21st Century (2081 – 2100)	13.8%	0.49

Reference from Corrigendum No. 1/2022:

(k) Table 28 Rainfall Increase due to Climate Change

Replace the table with the following:

Table 28 – Rainfall Increase due to Climate Change

	Rainfall Increase
Mid 21st Century	11.1%
End of 21st Century	16.0%

Notes:
1. The rainfall increase is relative to the average of 1995-2014.
2. Mean projection values are adopted in the table.
3. Mid 21st century refers to years 2041 – 2060; end of 21st century refers to years 2081 – 2100.

Appendix 2 – Design Allowance in Mid 21st Century

Rainfall Increase	**Extreme Sea Level Rise (Sum of Mean Sea Level Rise and Storm Surge Increase)**				
	Return Period (Years)	**North Point/ Quarry Bay (m)**	**Tai Po Kau (m)**	**Tsim Bei Tsui (m)**	**Tai O (m)**
0 %	2	0.04	0.05	0.05	0.04
	5	0.04	0.06	0.05	0.04
	10	0.04	0.07	0.06	0.05
	20	0.04	0.07	0.06	0.05
	50	0.05	0.08	0.06	0.05
	100	0.05	0.09	0.07	0.06
	200	0.05	0.10	0.07	0.06

Notes:
1. Mid 21st century refers to period around 2050.
2. Design allowance for rainfall increase has been included in Table 28.

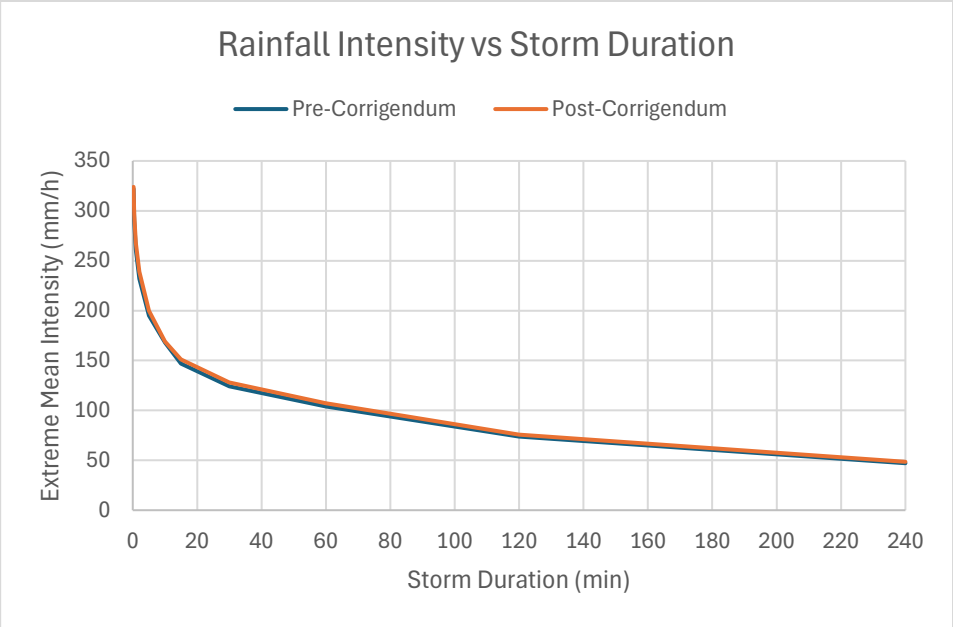
Table 31 Design Allowance in End of 21st Century

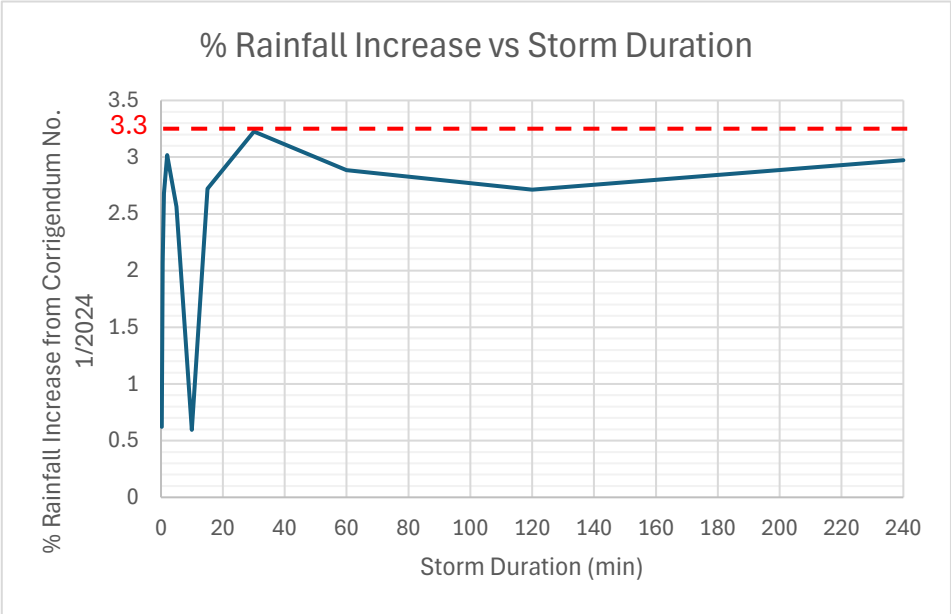
Rainfall Increase	**Extreme Sea Level Rise (Sum of Mean Sea Level Rise and Storm Surge Increase)**				
	Return Period (Years)	**North Point/ Quarry Bay (m)**	**Tai Po Kau (m)**	**Tsim Bei Tsui (m)**	**Tai O (m)**
12.1%	2	0.20	0.22	0.20	0.19
	5	0.21	0.24	0.22	0.20
	10	0.22	0.25	0.23	0.21
	20	0.22	0.27	0.23	0.22
	50	0.24	0.29	0.25	0.22
	100	0.24	0.31	0.26	0.23
	200	0.25	0.34	0.27	0.24

Note:
1. End of 21st century refers to period around 2090.
2. Design allowance was derived from the projection difference (median values) between very high greenhouse gas emissions scenario [SSP5-8.5] and intermediate greenhouse gas emissions scenario [SSP2-4.5]. For design allowance in mid 21st century, designers can make reference to the table as shown in Appendix 2.

Assessment of Impact of Corrigendum No. 1/2024

10-year return period extreme rainfall intensity extracted from Table 2a:

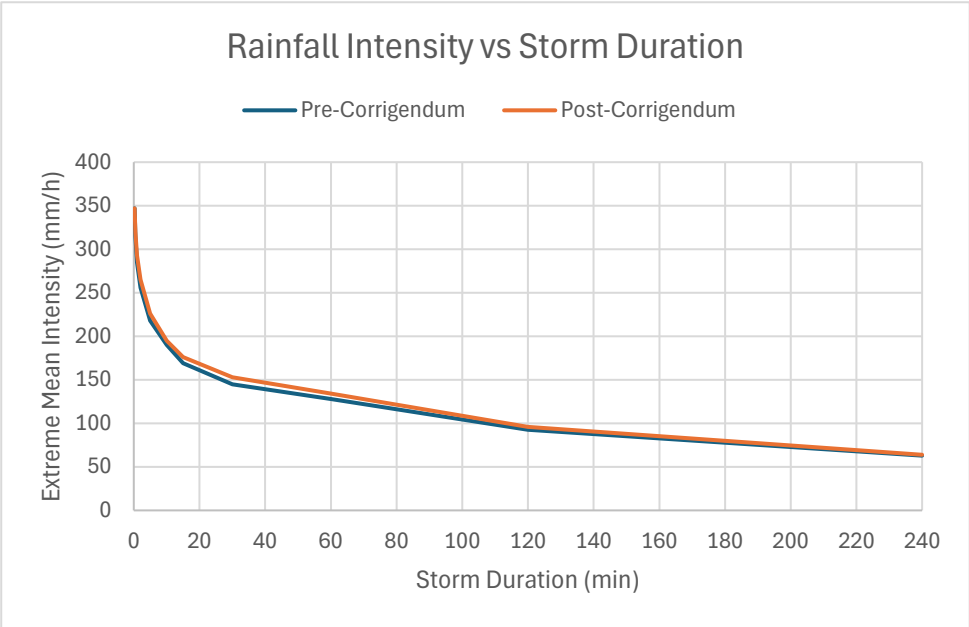


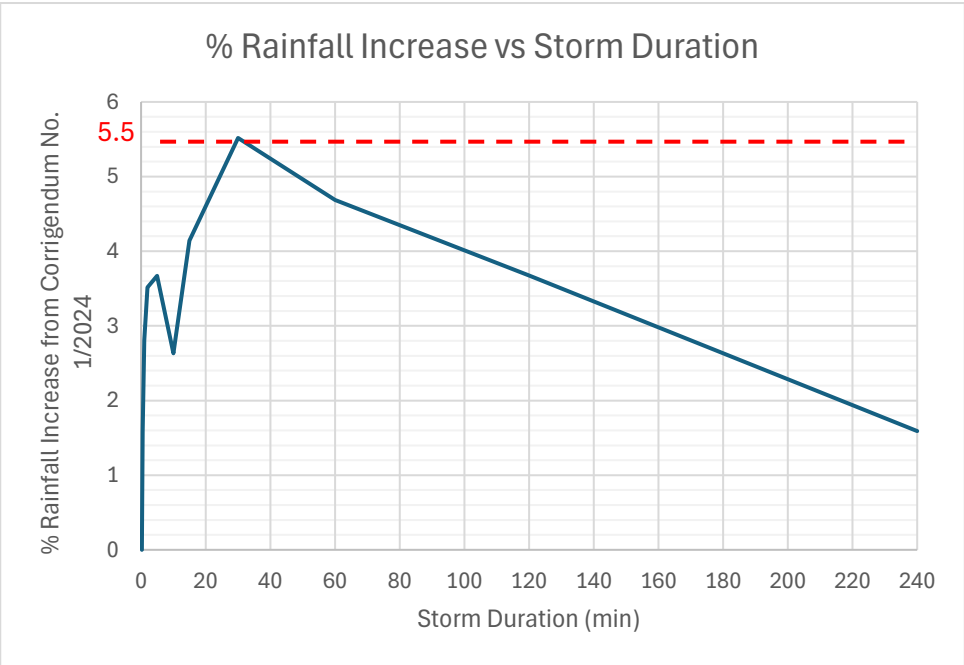


Maximum increase in rainfall due to Corrigendum No. 1/2024 = 3.3%

Assessment of Impact of Corrigendum No. 1/2024

50-year return period extreme rainfall intensity extracted from Table 2a:





Maximum increase in rainfall due to Corrigendum No. 1/2024 = 5.5%

Comparison of sea level increase due to climate change at Tsim Bei Tsui (Corrigendum No. 1/2022)

Mid century

	2018 ver.	2022 ver.	Difference
10-year	3.74 mPD	3.86 mPD	0.12 m
50-year	4.32 mPD	4.46 mPD	0.14 m

End century

	2018 ver.	2022 ver.	Difference
10-year	4.00 mPD	4.37 mPD	0.37 m
50-year	4.58 mPD	5.01 mPD	0.43 m

Reference from SDM 2018:

Table 8 – Design Extreme Sea Levels (in mPD)

Return Period (Years)	North Point/ Quarry Bay (1954-2017)	Tai Po Kau (1962-2017)	Tsim Bei Tsui (1974-2017)	Tai O (1985-2017)
2	2.73	2.91	3.07	2.87
5	2.94	3.20	3.31	3.16
10	3.09	3.45	3.51	3.36
20	3.24	3.73	3.74	3.57
50	3.45	4.19	4.09	3.84
100	3.63	4.60	4.40	4.06
200	3.81	5.10	4.77	4.28

Table 28 – Rainfall Increase and Sea Level Rise due to Climate Change

	Rainfall Increase	Sea Level Rise (m)
Mid 21st Century (2041 – 2060)	10.4%	0.23
End of 21st Century (2081 – 2100)	13.8%	0.49

Reference from Corrigendum No. 1/2022:

Table 8 – Design Extreme Sea Levels (in mPD)

Return Period (Years)	North Point/ Quarry Bay (1954-2019)	Tai Po Kau (1962-2019)	Tsim Bei Tsui (1954-2019)	Tai O (1954-2019)
2	2.82	2.97	3.07	2.87
5	3.03	3.27	3.31	3.16
10	3.20	3.54	3.52	3.36
20	3.38	3.86	3.74	3.57
50	3.66	4.41	4.09	3.84
100	3.91	4.93	4.41	4.06
200	4.19	5.59	4.78	4.28

Note:

1. The extreme sea levels at Tsim Bei Tsui and Tai O were based on the frequency analysis of instrumental data and correlated data from North Point/ Quarry Bay for an extended data set of 66 years (from 1954 to 2019).
2. For facilities which are vulnerable and sensitive to sea water level, e.g. E&M installations, where more stringent design is desirable, designers can make reference to the extreme sea levels as shown in Appendix 1. These extreme sea levels were derived with inclusion of significant storm surge events in Hong Kong before 1954.

Table 30a Storm Surge Increase in Mid 21st Century

Return Period (Years)	North Point/ Quarry Bay (m)	Tai Po Kau (m)	Tsim Bei Tsui (m)	Tai O (m)
2	0.04	0.05	0.05	0.03
5	0.05	0.07	0.06	0.05
10	0.06	0.08	0.08	0.05
20	0.07	0.10	0.09	0.06
50	0.08	0.13	0.11	0.08
100	0.09	0.15	0.12	0.09
200	0.10	0.17	0.13	0.10

Notes: Mid 21st century refers to period around 2050.

Table 29 – Mean Sea Level Rise due to Climate Change

	Mean Sea Level Rise
Mid 21st Century	0.20 m
End of 21st Century	0.47 m

Notes:

1. The mean sea level rise is relative to the average of 1995-2014.
2. Median projection values are adopted in the table.
3. Mid 21st century refers to period around 2050; end of 21st century refers to period around 2090.

Table 30b Storm Surge Increase in End of 21st Century

Return Period (Years)	North Point/ Quarry Bay (m)	Tai Po Kau (m)	Tsim Bei Tsui (m)	Tai O (m)
2	0.06	0.09	0.09	0.06
5	0.09	0.14	0.12	0.09
10	0.10	0.17	0.15	0.10
20	0.12	0.20	0.17	0.12
50	0.14	0.25	0.20	0.14
100	0.16	0.29	0.23	0.16
200	0.18	0.34	0.26	0.18

Notes: End of 21st century refers to period around 2090.

Table 31 Design Allowance in End of 21st Century

Rainfall Increase	Extreme Sea Level Rise (Sum of Mean Sea Level Rise and Storm Surge Increase)				
	Return Period (Years)	North Point/ Quarry Bay (m)	Tai Po Kau (m)	Tsim Bei Tsui (m)	Tai O (m)
12.1%	2	0.20	0.22	0.20	0.19
	5	0.21	0.24	0.22	0.20
	10	0.22	0.25	0.23	0.21
	20	0.22	0.27	0.23	0.22
	50	0.24	0.29	0.25	0.22
	100	0.24	0.31	0.26	0.23
	200	0.25	0.34	0.27	0.24

Note:

1. End of 21st century refers to period around 2090.
2. Design allowance was derived from the projection difference (median values) between very high greenhouse gas emissions scenario [SSP5-8.5] and intermediate greenhouse gas emissions scenario [SSP2-4.5]. For design allowance in mid 21st century, designers can make reference to the table as shown in Appendix 2.

Appendix 2 – Design Allowance in Mid 21st Century

Rainfall Increase	Extreme Sea Level Rise (Sum of Mean Sea Level Rise and Storm Surge Increase)				
	Return Period (Years)	North Point/ Quarry Bay (m)	Tai Po Kau (m)	Tsim Bei Tsui (m)	Tai O (m)
0 %	2	0.04	0.05	0.05	0.04
	5	0.04	0.06	0.05	0.04
	10	0.04	0.07	0.06	0.05
	20	0.04	0.07	0.06	0.05
	50	0.05	0.08	0.06	0.05
	100	0.05	0.09	0.07	0.06
	200	0.05	0.10	0.07	0.06

Notes:

1. Mid 21st century refers to period around 2050.
2. Design allowance for rainfall increase has been included in Table 28.

50A - Mid Century (prior to Yuen Long Barrage Scheme)

Water Level from DSD	=	4.57 mPD
Flow Depth	=	4.57 - 1.45
	=	3.12 m
Allowance in flow depth due to Corrigendum rainfall increase	=	5.5% + 0.6%
	=	6.1%
Water level increase due to Corrigendum rainfall increase	=	0.061 x 3.12
	=	0.19 m
Increase in sea level due to Corrigendum	=	0.12 m
Projected water level incorporating latest Corrigendum	=	4.57 + 0.19 + 0.12
	=	**4.88** mPD

50B - Mid Century (prior to Yuen Long Barrage Scheme)

Water Level from DSD	=	4.76 mPD
Flow Depth	=	4.76 - 1.45
	=	3.31 m
Allowance in flow depth due to Corrigendum rainfall increase	=	3.3% + 0.6%
	=	3.9%
Water level increase due to Corrigendum rainfall increase	=	0.039 x 3.31
	=	0.13 m
Increase in sea level due to Corrigendum	=	0.14 m
Projected water level incorporating latest Corrigendum	=	4.76 + 0.13 + 0.14
	=	**5.03** mPD

50A - End Century (with Yuen Long Barrage Scheme Implemented)

Water Level from DSD	=	3.89 mPD
Flow Depth	=	3.89 - 1.45
	=	2.44 m
Allowance in flow depth due to Corrigendum rainfall increase	=	1.16 x 1.055 - 1
	=	22.4%
Water level increase due to Corrigendum rainfall increase	=	0.224 x 2.44
	=	0.55 m

With Yuen Long Barrage Scheme, backwater effect from increase in sea level is assumed to be negligible.

Projected water level incorporating latest Corrigendum	=	3.89 + 0.55
	=	**4.44** mPD

50B - End Century (with Yuen Long Barrage Scheme Implemented)

Water Level from DSD	=	3.72 mPD
Flow Depth	=	3.72 - 1.45
	=	2.27 m
Allowance in flow depth due to Corrigendum rainfall increase	=	1.16 x 1.033 - 1
	=	19.9%
Water level increase due to Corrigendum rainfall increase	=	0.199 x 2.27
	=	0.45 m

With Yuen Long Barrage Scheme, backwater effect from increase in sea level is assumed to be negligible.

Projected water level incorporating latest Corrigendum	=	3.72 + 0.45
	=	**4.17** mPD

Appendix 4

Runoff Estimation

Appendix 4 - Estimate of Surface Runoff under Existing and After Development Scenarios

Existing Scenario

Rainfall Return Period : 1 in 50 (Mid Century)

Phase	IIa		Total Runoff (m^3/s)
Catchment	Paved	Unpaved	
Catchment area, A (m^2)	1130	100	
Runoff coefficient (c)	0.95	0.35	
Rainfall intensity (i)	265.1	265.1	
Runoff (Q)	0.079	0.003	0.082

Rainfall Return Period : 1 in 50 (End Century)

Phase	IIa		Total Runoff (m^3/s)
Catchment	Paved	Unpaved	
Catchment area, A (m^2)	1130	100	
Runoff coefficient (c)	0.95	0.35	
Rainfall intensity (i)	305.6	305.6	
Runoff (Q)	0.091	0.003	0.094

After Proposed Development

Rainfall Return Period : 1 in 10 (Mid Century)

Phase	IIa		Total Runoff (m^3/s)
Catchment	Paved	Unpaved	
Catchment area, A (m^2)	1110	120	
Runoff coefficient (c)	0.95	0.35	
Rainfall intensity (i)	234.7	234.7	
Runoff (Q)	0.069	0.003	0.072

Rainfall Return Period : 1 in 10 (End Century)

Phase	IIa		Total Runoff (m^3/s)
Catchment	Paved	Unpaved	
Catchment area, A (m^2)	1110	120	
Runoff coefficient (c)	0.95	0.35	
Rainfall intensity (i)	270.7	270.7	
Runoff (Q)	0.079	0.003	0.083

Rainfall Return Period : 1 in 50 (Mid Century)

Phase	IIa		Total Runoff (m^3/s)
Catchment	Paved	Unpaved	
Catchment area, A (m^2)	1110	120	
Runoff coefficient (c)	0.95	0.35	
Rainfall intensity (i)	265.1	265.1	
Runoff (Q)	0.078	0.003	0.081

Rainfall Return Period : 1 in 50 (End Century)

Phase	IIa		Total Runoff (m^3/s)
Catchment	Paved	Unpaved	
Catchment area, A (m^2)	1110	120	
Runoff coefficient (c)	0.95	0.35	
Rainfall intensity (i)	305.6	305.6	
Runoff (Q)	0.090	0.004	0.093

Appendix 5

Hydraulic Calculations

Appendix 5 - Hydraulic Calculations for Proposed Drainage System (After Proposed Development and before Yuen Long Barrage Scheme)

Checking of Velocity, Capacity and Hydraulic Head

Assume the proposed box culvert is operated under uniform flow at all time Using Colebrook-White Equation given in Table 12 of DSD Stormwater Drainage Manual as recommended by Section 8.3.1 of DSD Stormwater Drainage Manual

Colebrook-White Equation

$$\bar{v} = -\sqrt{32\,gRS}\,\log\left(\frac{k_s}{14.8R} + \frac{1.255\,v}{R\sqrt{32\,gRS}}\right)$$

where	$\bar{v}$ =	mean velocity (m/s)			
	g =	acceleration due to gravity (m/s^2)	=	9.81	m^2/s
	R =	hydraulic radius (m)			
	S =	frictional gradient (dimensionless)			
	k_s =	surface roughness (m)			
	v =	kinematic viscoity (m^2/s)	=	0.000001	m^2/s

Calculation for 50A (1 in 10 years tide with 1 in 50 rainfall)

Colebrook-White Capacity

Accumulated Flow	MH#		IL		Conduit Length (m)	Gradient X (1 in X)	Type	Dimension (mm)		Flowable Area (m^2)	K_s (mm)	Wetted Perimeter (m)	Hydraulic Radius (m)	Velocity (m/s)	Capacity* (m^3/s)	Utilisation	Capacity Check	Remark
	From	To	US	DS				Height	Width									
0.081	TMH1	MH1	3.67	3.60	3.3	50	Pipe	375	375	0.11	0.6	1.2	0.094	2.57	0.255	31.7%	√	Runoff from Phase IIa (0.081)
0.081	MH1	MH2	3.60	3.33	13.6	50	Pipe	375	375	0.11	0.6	1.2	0.094	2.57	0.255	31.7%	√	Runoff from Phase IIa (0.081)
0.081	MH2	Outlet	2.73	2.70	1.8	50	Pipe	375	375	0.11	0.6	1.2	0.094	2.57	0.255	31.7%	√	Runoff from Phase IIa (0.081)

*10% allowance for siltation is included

Freeboard Checking

MH#																					
From	To	Length (m)	Shape	Pipe Size (mm)		Area (m^2)	Design Flow (m^3/s)	Velocity (Required) m/s	Frictical Gradient (Required)	Velocity (Calculated) m/s	Frictional Slope	Surcharge Depth (m)	Minor loss coefficient K	Minor Loss (m)	US invert (mPD)	Tide Level (mPD)	Water Level in Manhole (mPD)	Ground Level (mPD)	Available Freeboard (m)	Sufficient Freeboard (OK if >0.3)	Remark
TMH1	MH1	3.3	Pipe	375	375	0.11	0.08	0.81	430.0	0.87	0.0023	0.01	0.9	0.03	3.67	4.88	5.07	5.50	0.43	OK	1 no. of sudden contraction + 45 degree elbow
MH1	MH2	13.6	Pipe	375	375	0.11	0.08	0.81	430.0	0.87	0.0023	0.03	0.9	0.03	3.60	4.88	5.03	5.45	0.42	OK	1 no. of sudden contraction + 45 degree elbow
MH2	Outlet	1.8	Pipe	375	375	0.11	0.08	0.81	430.0	0.87	0.0023	0.00	2.5	0.08	2.73	4.88	4.97	5.45	0.48	OK	1 no. of sudden contraction, 1 no. of outlet loss, 90 degree elbow

Calculation for 50B (1 in 50 years tide with 1 in 10 rainfall)

Colebrook-White Capacity

Accumulated Flow	MH#		IL		Conduit Length (m)	Gradient X (1 in X)	Type	Dimension (mm)		Flowable Area (m^2)	K_s (mm)	Wetted Perimeter (m)	Hydraulic Radius (m)	Velocity (m/s)	Capacity* (m^3/s)	Utilisation	Capacity Check	Remark
	From	To	US	DS				Height	Width									
0.072	TMH1	MH1	3.67	3.60	3.3	50	Pipe	375	375	0.11	0.6	1.2	0.094	2.57	0.255	28.0%	√	Runoff from Phase IIa (0.072)
0.072	MH1	MH2	3.60	3.33	13.6	50	Pipe	375	375	0.11	0.6	1.2	0.094	2.57	0.255	28.0%	√	Runoff from Phase IIa (0.072)
0.072	MH2	Outlet	2.73	2.70	1.8	50	Pipe	375	375	0.11	0.6	1.2	0.094	2.57	0.255	28.0%	√	Runoff from Phase IIa (0.072)

*10% allowance for siltation is included

Freeboard Checking

MH#																					
From	To	Length (m)	Shape	Pipe Size (mm)		Area (m^2)	Design Flow (m^3/s)	Velocity (Required) m/s	Frictical Gradient (Required)	Velocity (Calculated) m/s	Frictional Slope	Surcharge Depth (m)	Minor loss coefficient K	Minor Loss (m)	US invert (mPD)	Tide Level (mPD)	Water Level in Manhole (mPD)	Ground Level (mPD)	Available Freeboard (m)	Sufficient Freeboard (OK if >0.3)	Remark
TMH1	MH1	3.3	Pipe	375	375	0.11	0.07	0.72	550.0	0.77	0.0018	0.01	0.9	0.02	3.67	5.03	5.18	5.50	0.32	OK	1 no. of sudden contraction + 45 degree elbow
MH1	MH2	13.6	Pipe	375	375	0.11	0.07	0.72	550.0	0.77	0.0018	0.02	0.9	0.02	3.60	5.03	5.15	5.45	0.30	OK	1 no. of sudden contraction + 45 degree elbow
MH2	Outlet	1.8	Pipe	375	375	0.11	0.07	0.72	550.0	0.77	0.0018	0.00	2.5	0.07	2.73	5.03	5.10	5.45	0.35	OK	1 no. of sudden contraction, 1 no. of outlet loss, 90 degree elbow

Appendix 5 - Hydraulic Calculations for Proposed Drainage System (After Proposed Development and after Yuen Long Barrage Scheme)

Checking of Velocity, Capacity and Hydraulic Head

Assume the proposed box culvert is operated under uniform flow at all time Using Colebrook-White Equation given in Table 12 of DSD Stormwater Drainage Manual as recommended by Section 8.3.1 of DSD Stormwater Drainage Manual

Colebrook-White Equation

$$\bar{v} = -\sqrt{32\,gRS}\,\log\left(\frac{k_s}{14.8R} + \frac{1.255\,v}{R\sqrt{32\,gRS}}\right)$$

where	$\bar{v}$ =	mean velocity (m/s)			
	g =	acceleration due to gravity (m/s^2)	=	9.81	m^2/s
	R =	hydraulic radius (m)			
	S =	frictional gradient (dimensionless)			
	k_s =	surface roughness (m)			
	v =	kinematic viscoity (m^2/s)	=	0.000001	m^2/s

Calculation for 50A (1 in 10 years tide with 1 in 50 rainfall)

Colebrook-White Capacity

Accumulated Flow	MH#		IL		Conduit Length (m)	Gradient X (1 in X)	Type	Dimension (mm)		Flowable Area (m^2)	K_s (mm)	Wetted Perimeter (m)	Hydraulic Radius (m)	Velocity (m/s)	Capacity* (m^3/s)	Utilisation	Capacity Check	Remark
	From	To	US	DS				Height	Width									
0.093	TMH1	MH1	3.67	3.60	3.3	50	Pipe	375	375	0.11	0.6	1.2	0.094	2.57	0.255	36.5%	√	Runoff from Phase IIa (0.093)
0.093	MH1	MH2	3.60	3.33	13.6	50	Pipe	375	375	0.11	0.6	1.2	0.094	2.57	0.255	36.5%	√	Runoff from Phase IIa (0.093)
0.093	MH2	Outlet	2.73	2.70	1.8	50	Pipe	375	375	0.11	0.6	1.2	0.094	2.57	0.255	36.5%	√	Runoff from Phase IIa (0.093)

*10% allowance for siltation is included

Freeboard Checking

MH#																					
From	To	Length (m)	Shape	Pipe Size (mm)		Area (m^2)	Design Flow (m^3/s)	Velocity (Required) m/s	Frictical Gradient (Required)	Velocity (Calculated) m/s	Frictional Slope	Surcharge Depth (m)	Minor loss coefficient K	Minor Loss (m)	US invert (mPD)	Tide Level (mPD)	Water Level in Manhole (mPD)	Ground Level (mPD)	Available Freeboard (m)	Sufficient Freeboard (OK if >0.3)	Remark
TMH1	MH1	3.3	Pipe	375	375	0.11	0.09	0.94	320.0	1.01	0.0031	0.01	0.9	0.04	3.67	4.44	4.69	5.50	0.81	OK	1 no. of sudden contraction + 45 degree elbow
MH1	MH2	13.6	Pipe	375	375	0.11	0.09	0.94	320.0	1.01	0.0031	0.04	0.9	0.04	3.60	4.44	4.64	5.45	0.81	OK	1 no. of sudden contraction + 45 degree elbow
MH2	Outlet	1.8	Pipe	375	375	0.11	0.09	0.94	320.0	1.01	0.0031	0.01	2.5	0.11	2.73	4.44	4.56	5.45	0.89	OK	1 no. of sudden contraction, 1 no. of outlet loss, 90 degree elbow

Calculation for 50B (1 in 50 years tide with 1 in 10 rainfall)

Colebrook-White Capacity

Accumulated Flow	MH#		IL		Conduit Length (m)	Gradient X (1 in X)	Type	Dimension (mm)		Flowable Area (m^2)	K_s (mm)	Wetted Perimeter (m)	Hydraulic Radius (m)	Velocity (m/s)	Capacity* (m^3/s)	Utilisation	Capacity Check	Remark
	From	To	US	DS				Height	Width									
0.083	TMH1	MH1	3.67	3.60	3.3	50	Pipe	375	375	0.11	0.6	1.2	0.094	2.57	0.255	32.3%	√	Runoff from Phase IIa (0.083)
0.083	MH1	MH2	3.60	3.33	13.6	50	Pipe	375	375	0.11	0.6	1.2	0.094	2.57	0.255	32.3%	√	Runoff from Phase IIa (0.083)
0.083	MH2	Outlet	2.73	2.70	1.8	50	Pipe	375	375	0.11	0.6	1.2	0.094	2.57	0.255	32.3%	√	Runoff from Phase IIa (0.083)

*10% allowance for siltation is included

Freeboard Checking

MH#																					
From	To	Length (m)	Shape	Pipe Size (mm)		Area (m^2)	Design Flow (m^3/s)	Velocity (Required) m/s	Frictical Gradient (Required)	Velocity (Calculated) m/s	Frictional Slope	Surcharge Depth (m)	Minor loss coefficient K	Minor Loss (m)	US invert (mPD)	Tide Level (mPD)	Water Level in Manhole (mPD)	Ground Level (mPD)	Available Freeboard (m)	Sufficient Freeboard (OK if >0.3)	Remark
TMH1	MH1	3.3	Pipe	375	375	0.11	0.08	0.83	420.0	0.88	0.0024	0.01	0.9	0.03	3.67	4.17	4.37	5.50	1.13	OK	1 no. of sudden contraction + 45 degree elbow
MH1	MH2	13.6	Pipe	375	375	0.11	0.08	0.83	420.0	0.88	0.0024	0.03	0.9	0.03	3.60	4.17	4.33	5.45	1.12	OK	1 no. of sudden contraction + 45 degree elbow
MH2	Outlet	1.8	Pipe	375	375	0.11	0.08	0.83	420.0	0.88	0.0024	0.00	2.5	0.09	2.73	4.17	4.26	5.45	1.19	OK	1 no. of sudden contraction, 1 no. of outlet loss, 90 degree elbow

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Attachment 2

Revised Environmental Assessment

Prepared by

Ramboll Hong Kong Limited

SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

ENVIRONMENTAL ASSESSMENT

Date	**July 2026**
Prepared by	**Susan Chan** **Environmental Consultant**
Signed	
Approved by	**Calvin CHIU** **Technical Director**
Signed	
Project Reference	**SHKCDA12EI02**
Document No.	**R9606_v1.4**

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CHAPTERS

Page

1. INTRODUCTION 1-1

1.1 Background 1-1
1.2 Phase IIa Development Site and its Environs 1-1
1.3 Proposed Scheme 1-2
1.4 Appraisal of Environmental Impacts 1-2
1.5 Organization of this Report 1-4

2. NOISE IMPACT ASSESSMENT 2-1

2.1 Introduction 2-1
2.2 Assessment Criteria 2-1
2.3 Assessment Methodology 2-1
2.4 Noise Sensitive Receivers 2-2
2.5 Deduced Maximum Permissible Noise Strength 2-3
2.6 Conclusion 2-4

3. AIR QUALITY IMPACT ASSESSMENT 3-1

3.1 Introduction 3-1
3.2 Relevant Legislation, Standards and Background Air Quality 3-1
3.3 Existing and Future Predicted Air Quality 3-2
3.4 Potential Air Quality Impact on Proposed Commercial Development 3-3
3.5 Potential Odour Impact on Proposed Commercial Development 3-4
3.6 Potential Air Quality Impact arising from Proposed Commercial Development 3-5
3.7 Conclusion 3-6

4. WATER QUALITY IMPACT ASSESSMENT 4-1

4.1 Introduction 4-1
4.2 Relevant Legislation, Standards and Guidelines 4-1
4.3 Baseline Water Quality 4-4
4.4 Potential Water Quality Impact arising from Proposed Commercial Development 4-8
4.5 Conclusion 4-9

5. CONSTRUCTION PHASE IMPACTS 5-1

5.1 Introduction 5-1
5.2 Fugitive Dust and Gaseous Emission Impact 5-1
5.3 Construction Noise Impact 5-5
5.4 Water Quality and Construction Wastewater Impact 5-7
5.5 Construction Waste Disposal 5-10
5.6 Land Contamination Review 5-15
5.7 Conclusion 5-18

6. CONCLUSION 6-1

TABLES

Table 2.1 Representative Noise Sensitive Receivers 2-2
Table 3.1 Hong Kong Air Quality Objectives (AQOs) 3-1
Table 3.2 EPD Air Quality Monitoring Data in Yuen Long AQMS and PATH-v3.0 (Grid 26, 47) 3-3
Table 4.1 Summary of Water Quality Objectives for Deep Bay WCZ (WQOs) 4-1
Table 4.2 Water Quality Monitoring Data for YL1 (Year 2021 – 2025) 4-4
Table 4.3 Water Quality Monitoring Data for YL2 (Year 2021 – 2025) 4-5
Table 4.4 Water Quality Monitoring Data for YL3 (Year 2021 – 2025) 4-6
Table 4.5 Water Quality Monitoring Data for YL4 (Year 2021 – 2025) 4-7
Table 5.1 Separation Distance between the Phase IIa Development Site and Nearby Air/Noise Sensitive Receivers 5-2
Table 5.2 Noise Limit for Daytime Construction Activities 5-5
Table 5.3 Representative Water Sensitive Receivers..... 5-7
Table 5.4 Summary Table of Estimated Waste during Construction Phase 5-12
Table 5.5 Land Use Summary on the Phase IIa Development Site.....5-15
Table 5.6 Enquiries and Responses on Land Contamination Related Records in the Phase II Development Site 5-17

FIGURES

Figure 1.1 Location of the Application Site and its Environs
Figure 3.1 200m Buffer Distance and 500m Assessment Area
Figure 3.2 HKPSG Vehicular Emission Buffer Distance for Nearby Road Network
Figure 3.3 Odour Sources Identified within 200m Buffer Distance and 500m Assessment Area
Figure 3.4 Indicative Location of Exhaust Outlet for Proposed Carpark
Figure 5.1 Representative Air and Noise Sensitive Receivers in the Surrounding
Figure 5.2 Representative Water Sensitive Receivers in the Surrounding
Figure 5.3 Concurrent Projects

APPENDICES

Appendix 1.1 Indicative Master Layout Plan, Floor Plans and Sections of the Proposed Development

Appendix 3.1 Route of Site Inspection for Odour

Appendix 3.2 Correspondence from Environmental Protection Department

Appendix 3.3 TD's Endorsement on the Road Type

Appendix 5.1 Historic Aerial Photo

Appendix 5.2 Correspondence with Various Departments

Appendix 5.3 Screen Capture of BRAVO

Appendix 5.4 Site Survey Record Plan

1. INTRODUCTION

1.1 Background

1.1.1 The Application Site is zoned "Comprehensive Development Area" ("CDA") on the Draft Yuen Long Outline Zoning Plan (OZP) No. S/YL/28 which is subject to a maximum domestic plot ratio of 5 for a domestic building or a maximum non-domestic plot ratio of 9.5 for a non-domestic building. It is the subject of a previous planning application No. A/YL/298 approved by the TPB on 31 March 2023.

1.1.2 The Proposed Comprehensive Development at the Application Site is implemented in phases. Phase I (existing YOHO Midtown) is already implemented. Phase II of the Proposed Development was divided into two sub-phases and planned with hotel (for Phase IIa) and residential uses (for Phase IIb). The previous planning application No. A/YL/298 focused on Phase III for subsidized sale flats with social welfare facility was planned and is currently under construction.

1.1.3 Based on the latest proposal, Phase IIa of the Proposed Development will be designed for office, commercial and retail uses (i.e. Proposed Commercial Development).

1.1.4 In accordance with the submission requirement for the subject "CDA" zone under the Notes of the OZP, the current planning application covers the majority of "CDA" zone including the subject commercial development at Phase IIa, the planned residential development at Phase IIb, the already completed Phase I development and Phase III development under the approved planning application No. A/YL/298 which is currently under construction and is tentatively scheduled for completion by 2030. It should be emphasized that the subject matter of the current planning application is the Proposed Commercial Development at the Phase IIa development site of the "CDA" zone, and therefore the focus of this report. No change is proposed for Phases I, IIb, and III developments.

1.1.5 Ramboll Hong Kong Limited is commissioned by the Applicant to prepare this Environmental Assessment based on the indicative MLP. Potential environmental noise, air quality, water quality impacts and waste implication have been discussed in this context.

1.2 Phase IIa Development Site and its Environs

1.2.1 The Phase II Development Site is located to the immediate south of Castle Peak Road in Area 12, Yuen Long, to the immediate west of Phase I (existing YOHO Midtown), and to the immediate northeast of Yau Tin East Road. Phase IIa occupies northern plus western portion of Phase II Development Site ("L" shaped form). It covers an area of about 1,230 m^2. Most of the Site is occupied by temporary building structures with some trees observed.

1.2.2 Other nearby developments include Grand YOHO, Sun Yuen Long Centre and recently completed YOHO Hub located on the northern side of Castle Peak Road (Yuen Long section), Shap Pat Heung Rural Committee building to the west and other existing residential developments (Ho Shun Yee Building, Man Fung Building, Wing Fu Mansion, etc.) on the southwest side of Yau Ting East Road.

1.2.3 To the southeast of Phase IIa Development Site is the planned residential development at Phase IIb and planned subsidized sale flats with social welfare facility under Phase III of the approved planning application (No. A/YL/298) at the same CDA Zone. To the immediate west is a planned composite building (about +75mPD) comprising

Residential Care Home for the Elderly (RCHE), Special Child Care Centre (SCCC) and youth hostel.

1.2.4 In general, Phase IIa Development Site is surrounded by residential, retail and institutional uses. **Figure 1.1** shows the location of the Application Site and its environment.

1.3 Proposed Scheme

1.3.1 The Proposed Commercial Development at Phase IIa Development Site consists of G/F for vehicular access and as entrance lobby, M/F & 1/F for E&M rooms and commercial/retail, 2/F & 3/F for car park, 5/F for E&M rooms and podium roof car park, and 6/F to 32/F (13/F, 14/F, 24/F omitted; and 19/F as refuge floor) for commercial/offices. The building is elevated at not more than +145mPD.

1.3.2 The Proposed Commercial Development will not rely on openable window for ventilation purpose. AC system (e.g. chiller, VRV) will be located at either 2/F & 3/F or main roof. Alternatively, split type AC may be provided for typical floors. It is assumed to operate during day and evening time only (0700-2300).

1.3.3 The indicative Master Layout Plan, Floor Plans and Section of the Proposed Commercial Development are shown in **Appendix 1.1.**

1.4 Appraisal of Environmental Impacts

EIA Ordinance Implication

1.4.1 The Proposed Commercial Development is not considered a designated project under the Environmental Impact Assessment (EIA) Ordinance (Cap.499).

Noise Impact

1.4.2 The Proposed Commercial Development will not rely on openable window for ventilation purpose and is noise tolerant in nature. Proper insulation such as Insulated Glazing Unit (IGU) will be provided so that residual environmental noise penetrating into the development will not be a concern.

1.4.3 On the other hand, the development will be equipped with air conditioning system. Potentially noisy facilities such as heating, ventilation and air conditioning (HVAC) system will be installed onsite. Since it is in early planning stage, there is no detail regarding equipment type, model, quantity to be adopted. However, as it is close to existing and planned noise sensitive uses (e.g. YOHO Midtown), for the purpose of better planning, the maximum permissible noise strength of the noisy equipment at tentative location (rooftop, which is typical of arrangement of office development) is deduced so that it will be strictly followed in detailed design of the project (detailed in **Section 2**).

Air Quality Impact

1.4.4 Site survey was conducted to identify any environmental nuisance and focus on area within 500m of the Phase IIa Development Site. The potential industrial emission impact from chimneys, vehicular emission impact and odour impact (if any) have been addressed in this context (detailed in **Section 3**).

Water Quality Impact

1.4.5 There is no water pond, natural stream and other water body within site. There is a nullah aligned on southwest side separated by Yau Tin East Road. The development is

land based. Possible water pollution due to the development includes surface runoff/ sewage/ chemical spillage during construction of the project and stormwater/sewage discharge during operation (detailed in **Section 4**).

1.4.6 Proper drainage and sewerage system and measures such as sand trap, oil interceptors will be constructed to connect to public drainage and sewerage system which are available on northern and southwest sides of Phase IIa Development Site for the operation of the Proposed Commercial Development so that untreated discharge of wastewater to surrounding water body including nullah is avoided. No adverse water quality impact is anticipated during operation of the Proposed Commercial Development.

1.4.7 Relevant practice notes such as ProPECC PN 1/23 "Drainage Plans subject to Comment by the Environmental Protection Department" and PN 2/24 "Construction Site Drainage", as well as EPD's recommended pollution control clauses for construction contracts will be referenced and followed so that proper measures will be incorporated during construction of the project and facilities such as sand trap/oil interceptors will be properly installed for operation of the project. Water quality impact is not envisaged to be significant. Discussion on construction phase environmental impact is included in **Section 5**.

Land Contamination

1.4.8 The Phase IIa Development Site is currently occupied by temporary structure with construction site office. Any potential contamination problem would not be anticipated for the current uses within the Phase IIa Development Site based on onsite survey and historical record.

1.4.9 Historic land use and aerial photo discussion are detailed in **Section 5**.

Construction Phase Environmental Impact

1.4.10 The major air quality impact during construction should be fugitive dust impact in relation to dusty activity and emission from dusty materials. Best management practice and practical mitigation measures will be adopted, where appropriate.

1.4.11 Construction noise will be controlled with reference to relevant technical memorandum.

1.4.12 As for water quality aspect, during construction of the development, water pollution is likely due to sediments, construction runoff and drainage, sewage effluent and liquid spillage if not mitigated. Best management practice will be adopted. No sewage effluent discharge will be allowed. ProPECC PN 2/24 on construction site drainage will be observed and followed.

1.4.13 Waste generation during construction will be sorted and handled in compliance with the Waste Disposal Ordinance and regulations.

1.4.14 With adequate mitigation measures incorporated during construction of the project, no significant construction phase environmental impact is anticipated.

1.4.15 Discussion on construction phase environmental impact is included in **Section 5**.

Waste Management for Operational Phase

1.4.16 During operation of the project, there will be waste generation from office, commercial and retail uses such as glass, metals, paper, plastics, food wastes, textile, wood and others. Adequate waste collection/storage facilities will be provided for collection and storage of sorted recyclable wastes (glass, paper, metal, plastic) to enable recycling. Based on Waste Statistics for 2024, the per capita disposal rates of municipal solid

waste, domestic waste, commercial & industrial waste are respectively 1.40 kg/person/day, 0.86 kg/person/day and 0.53 kg/person/day (Plate 2.7 of Waste Statistics for 2024). Among commercial waste, the recyclable wastes totalled about 48% (Plate 3.2 of Waste Statistics for 2024). Based on the Proposed Development with around 489 working population, there will be around 500 kg/day of waste generation (i.e. 0.53 ÷ (1 - 48%) x 489). With adequate waste collection/storage facilities provided to segregate recyclable (i.e. paper, plastic bottles and aluminium cans) and non-recyclable wastes, it is assumed that up to around 40% of waste can be recycled, which will reduce the burden of waste treatment facilities in Hong Kong.

1.4.17 The removal of general refuse from the site will be recommended to arrange on a daily basis or at least on every second day to minimize any potential odour impacts. Disposal of general refuse is recommended before foreseeable inclement weather such as typhoon or heavy rain. Recyclable waste will be removed under as-needed basis by recycle contractor.

1.5 Organization of this Report

1.5.1 Based on the discussions above, it is considered that environmental noise such as road traffic noise, industrial/fixed noise and railway noise impact on the Proposed Development are unlikely to be a concern because the Proposed Commercial Development will not rely on openable window for ventilation purpose and is noise tolerant in nature.

1.5.2 Fixed noise impact on the surrounding noise sensitive receivers, air quality of the Proposed Commercial Development and water quality impact arising from the development would be further addressed in this study. In addition, construction phase environmental impact is more thoroughly discussed as well in this report.

1.5.3 The organization of remaining section of this report is as follows:

- Section 2 is a noise impact assessment;
- Section 3 is an air quality impact assessment;
- Section 4 is a water quality impact assessment;
- Section 5 includes discussion of construction phase air quality, noise, water quality and waste management (including land contamination) issues; and
- Section 6 is a concluding summary.

2. NOISE IMPACT ASSESSMENT

2.1 Introduction

2.1.1 As discussed, the Proposed Commercial Development will not rely on openable window for ventilation purpose and is noise tolerant in nature. Environmental noise impact on the development will not be a concern.

2.1.2 The Proposed Commercial Development will be provided with air conditioning system. It means that noisy facilities such as chiller, cooling tower, or at least VRVs are required and likely be present in future.

2.1.3 In this assessment, maximum permissible noise strength from future noisy facilities of the proposed commercial development has been deduced so that it can be followed in subsequent stages of the design to assure no adverse noise impact on any surrounding noise sensitive use.

2.2 Assessment Criteria

2.2.1 The Phase IIa Development Site is located in urbanised area in Yuen Long. It is assumed that surrounding noise sensitive receivers (NSRs) would not be affected by any Influencing Factor (IF) (e.g. Castle Peak Road – Yuen Long to the north with AADT over 30,000 vehicles according to Annual Traffic Census 2024) as conservative approach so that Area Sensitivity Rating (ASR) "B" is considered appropriate with respect to the "Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites" (IND-TM). The Acceptable Noise Level (ANL) is therefore Leq(30min) 65dB(A) (0700-2300) and 55dB(A) (2300-0700). The ASR and the ANL assumed in the EA are for indicative assessment only.

2.2.2 According to Table 4.1 in Chapter 9 of the Hong Kong Planning Standards and Guidelines (HKPSG), for planning fixed noise source, the applicable standard should be 5dB(A) below the appropriate ANL and the prevailing background noise levels whichever is lower. The Phase IIa Development site is bounded by Castle Peak Road – Yuen Long to the north and other local roads on southwest side so that the background noise level is on the high side in general, the applicable standard is regarded as

- Leq(30min) 60dB(A) (0700-2300); and
- Leq(30min) 50dB(A) (2300-0700).

2.2.3 For the purpose to define the maximum permissible noise strength, both the limits during 0700-2300 and 2300-0700 will be determined.

2.3 Assessment Methodology

2.3.1 Assessment of noise impact arising from fixed noise sources has been based on standard acoustic principles and procedures given in the IND-TM. Noise impacts due to individual noise sources are calculated and logarithmically summed at each NSR to represent the overall impacts:

$$\sum PNL_i = \sum [SWL_i + C_{distance} + C_{barrier} + C_{impulse} + C_{tonality} + C_{facade}]$$

where

PNL_i = Predicted noise level, i.e. the overall sound pressure level arising from noise sources after various corrections

SWL_i = Derived sound power level of noise sources

$C_{distance}$ = Correction for distance attenuation (for simplicity, only horizontal distance is considered in this study)

$C_{barrier}$ = Correction for substantial shielding by building structure (no shielding assumed and no correction applied in this study)

$C_{impulse}$ = According to the nature of the identified noise sources in the surrounding, noise of impulsive nature is not expected. No correction is recommended

$C_{tonality}$ = Correction for tonality as in IND-TM. For the conservative approach, a tonal correction of + 6 dB(A) is assumed

C_{facade} = Correction (+3 dB(A)) for façade reflection at receiver

2.4 Noise Sensitive Receivers

2.4.1 The location of representative NSRs in the surrounding are shown in **Figure 5.1** and summarized in **Table 2.1**. The assessment points of existing noise sensitive uses are situated at 1m away from the external façade.

Table 2.1 Representative Noise Sensitive Receivers

ID	Identified NSR	Status	Height or number of storeys	Separation Distance from Phase IIa Site Boundary
NSR1	Planned RCHE+SCCC+Youth Hostel	Planned	75mPD	to the immediate west
NSR2	Approved SSF Development in Phase III	Planned	137mPD	~32m to the southeast
NSR3	YOHO Midtown (Phase I)	Existing	33 storeys	~25m to the east
NSR4	Ho Shun Yee Building	Existing	19 storeys	~37m to the south
NSR5	YOHO Hub	Existing	48 storeys	~48m to the north
NSR6	Wing Fu Mansion	Existing	17 storeys	~49m to the southwest
NSR7	Sun Yuen Long Centre	Existing	28 storeys	~90m to the northeast
NSR8	Planned Phase IIb Development	Planned	109.85mPD	to the immediate east/ southeast

2.4.2 Regarding the planned composite building to the immediate west (NSR1), it is elevated about +75mPD and much lower than the Proposed Commercial Development. The composite development will have openable window facing away from the proposed commercial development (i.e. facing south, west and north; no opening facing east) in order to comply with buildings regulations regarding prescribed ventilation requirement. Therefore, there is no direct line of sight of future opening of NSR1 with the proposed office block.

2.4.3 As for the planned Phase IIb residential development to the immediate east/southeast (NSR8), the residential block is disposited to the south of the proposed commercial development. its noise sensitive façade is facing south which means that the proposed representative NSRs are facing away from the proposed commercial development.

2.4.4 The remaining nearest and representative NSR (measured from assessment point of planned/existing noise sensitive uses or from site boundary of planned uses) is identified to be NSR 3, YOHO Midtown Tower M1. The shortest horizontal separation from the office tower is measured to be not less than 25m and there is direct line of sight between the NSR and Phase IIa Development Site. It is considered that NSR 3 should represent worst affected noise sensitive uses potentially impacted by the proposed commercial development.

2.5 Deduced Maximum Permissible Noise Strength

2.5.1 In general, noisy central air conditioning system are commonly provided at rooftop of the building and such assumption is adopted in this study.

2.5.2 The maximum permissible noise strength in terms of sound power level (SWL) in dB(A) is derived below.

PNL = SWL + $C_{distance}$ + $C_{tonality}$ + C_{facade}

PNL = SWL + [-20 x log (D) - 8] + [+6] + [+3]

SWL = PNL - [-20 x log (D) - 8] - [+6] - [+3]

2.5.3 Horizontal separation is adopted in this study for conservative scenario. Based on a minimum separation of 25m, the maximum permissible noise strengths during different periods are derived based on PNL of 60dB(A) and 50dB(A) respectively during time periods of 0700-2300 and 2300-0700 as:

Maximum permission SWL = 86 dB(A) (0700-2300)

Maximum permission SWL = 76 dB(A) (2300-0700)

2.5.4 At this early planning stage, the details and design for the fixed noise equipment such as Variable Refrigerant Volume (VRV)/chillers/ventilation fan is not yet available. In subsequent stages of design of the Proposed Commercial Development including selection of HVAC system, the sound power level will be controlled by various means such as selection of more quiet equipment, use of at-source noise barrier, semi-enclosure, full-enclosure, silencer, etc. so that the cumulative noise strength (after mitigations at-source) will not exceed the deduced maximum permissible SWL. The recommendations under HKPSG (i.e. to meet the standard of Acceptable Noise Level – 5 dB(A) or prevailing background whichever is lower for existing/planned noise sensitive receiver in the surrounding and proposed noise sensitive receiver due to future operation of the fixed noisy equipment) is observed and will be strictly followed. Requirements on the maximum permissible SWL will be imposed for future detailed design, tender and testing & commissioning process (after contractor engaged) to ensure that the targeted standard can be met. It is considered that the maximum permissible SWL requirement can be met by practical means such as locating the noisy facilities away from NSR, selection of more quiet equipment, use of purpose-built barrier, semi- or full-enclosure, silencer, acoustic louver, etc. Therefore, unacceptable noise impact due to operation of fixed noisy equipment in future is not anticipated. Detailed noise impact assessment with respect to day & evening time period and night time period including details of equipment & its noise strength, location of outdoor noisy equipment and louver opening, operating period etc. can be provided for checking

and record upon detailed design stage to demonstrate compliance with the HKPSG standard when building services design and equipment information are available.

2.6 Conclusion

2.6.1 The Proposed Commercial Development will not rely on openable window for ventilation purpose. Environmental noise impact on the development will not be a concern.

2.6.2 Maximum permissible sound power level of future noisy facilities of the Proposed Commercial Development has been deduced so that it can be followed in subsequent stages of the design to ensure compliance with HKPSG requirement and assure no adverse noise impact on any surrounding noise sensitive use.

3. AIR QUALITY IMPACT ASSESSMENT

3.1 Introduction

3.1.1 This section evaluates the air quality impact during operation of the project. Table 3.1 in Chapter 9 of the HKPSG has been referenced for provision of buffer separation from identified air pollution sources in the surrounding.

3.2 Relevant Legislation, Standards and Background Air Quality

3.2.1 The Air Pollution Control Ordinance (APCO) provides the statutory authority for controlling air pollutants form a variety of sources. The Hong Kong Air Quality Objectives (AQOs), which stipulate the maximum allowable concentrations over specific periods for typical pollutants, should be met. AQOs of these pollutants are listed below in **Table 3.1**.

Table 3.1 Hong Kong Air Quality Objectives (AQOs)

Pollutants	Averaging Time	Concentration Limit (µg / m³) (1)	Number of Exceedance Allowed
Sulphur Dioxide (SO_2)	10-minute	500	3
	24-hour	40	3
Respirable Suspended Particulates (RSP, PM_{10}) (2)	24-hour	75	9
	Annual	30	Not Applicable
Fine Suspended Particulates (FSP, $PM_{2.5}$) (3)	24-hour	37.5	18
	Annual	15	Not Applicable
Nitrogen Dioxide (NO_2)	1-hour	200	18
	24-hour	120	9
	Annual	40	Not Applicable
Ozone (O_3)	8-hour	160	9
	Peak Season	100	Not Applicable
Carbon Monoxide (CO)	1-hour	30,000	0
	8-hour	10,000	0
	24-hour	4,000	0
Lead (Pb)	Annual	0.5	Not Applicable

Note:

1) *All measurements of the concentration of gaseous air pollutants, i.e. sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide, are to be adjusted to a reference temperature of 293K and a reference pressure of 101.325kPa.*
2) *Respirable suspended particulates (PM_{10}) means suspended particles in air with a nominal aerodynamic diameter of 10µm or less.*
3) *Fine suspended particulates ($PM_{2.5}$) means suspended particles in air with a nominal aerodynamic diameter of 2.5µm or less.*

3.2.2 In addition, the following legislations, technical circulars and guidelines are relevant and should be observed and complied with or followed as practicably possible.

- Air Pollution Control (Construction Dust) Regulation
- Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation

- Air Pollution Control (Fuel Restriction) Regulations (i.e. using liquid fuel with a sulphur content of less than 0.001% by weight)
- Recommended Pollution Control Clauses for Construction Contracts

3.2.3 With the implementation of air quality control measures as stipulated under the APCO, Air Pollution Control (Construction Dust) Regulation (Cap 311R), controlling exhaust emission by following Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and relevant Air Pollution Control (Fuel Restriction) Regulations, as well as adoption of good site practices, fugitive dust and gaseous emission arising from the earthworks, etc. can be effectively controlled. Good site practices will be implemented through contractual clauses and close enforcement of the resident engineers. The Contractor(s) shall be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulation which requires notification before carrying out demolition works or construction works and to adopt air quality control measures while carrying out demolition activities or construction activities.

3.2.4 Under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted non-road mobile machineries (including mobile generator, air compressor, crawler crane, bulldozer, and etc.) with a proper label are allowed to be used in the construction site.

3.2.5 For SO_2 emission, under Air Pollution Control (Fuel Restriction) Regulations, only liquid fuel with a sulphur content of less than 0.001% by weight are allowed to be used in the construction site.

3.2.6 The Recommended Pollution Control Clause for Construction Contracts available on the EPD website set out the recommended air pollution control measures to be implemented by the contractor(s) during the construction stage of the Project.

3.3 Existing and Future Predicted Air Quality

3.3.1 The Proposed Commercial Development Site is situated in Yuen Long district and the tentative completion year is 2030. Therefore, the year of 2030 background concentrations in Grid (26, 47) extracted from the PATH-v3.0 released by EPD in January 2024 has been adopted and shown in **Table 3.2**. The nearest general air quality monitoring station (AQMS) to the Proposed Commercial Development is the Yuen Long AQMS. The five most recent years of air quality monitoring data, 2021 to 2025, from this station are summarized in **Table 3.2**.

3.3.2 According to the AQMS monitoring data presented in **Table 3.2**, the exceedances in 24-hour average FSP concentration in 2022 and 2024, annual average FSP concentration between 2021 and 2025, and 8-hour average O_3 concentration in 2021, 2022 and 2024 were recorded. According to **Table 3.2**, there would be no exceedance of AQOs for the future background air quality pollutants except O_3.

Table 3.2 EPD Air Quality Monitoring Data in Yuen Long AQMS and PATH-v3.0 (Grid 26, 47)

Pollutant	Averaging time	Parameter	AQO (µg/m³)	Concentration [1] (µg/m³)					
				2021	2022	2023	2024	2025	PATH in Year 2030 (26, 47)
RSP (PM_{10})	24-hour	10th highest	75	73	56	59	61	63	54
	Annual	Maximum	30	30	25	26	25	26	21
FSP ($PM_{2.5}$)	24-hour	19th highest	37.5	36	**38**	34	**38**	37	32
	Annual	Maximum	15	**17**	**16**	**16**	**17**	**16**	13
NO_2	1-hour	19th highest	200	148	122	130	125	134	78
	24-hour	10th highest	120	78	68	67	66	72	32
	Annual	Maximum	40	40	37	37	35	36	17
SO_2	10-minute	4th highest	500	24	21	20	14	22	26
	24-hour	4th highest	40	14	7	10	5	5	7
O_3	8-hour	10th highest	160	**178**	**194**	155	**168**	141	**185**
	Peak Season	Maximum	100	84	95	84	92	84	**120**
CO	1-hour	Maximum	30,000	2,090	1,700	1,580	1,920	2,000	527
	8-hour	Maximum	10,000	1,591	1,519	1,273	1,778	1,500	494
	24-hour	Maximum	4,000	1,183	1,159	1,047	1,342	1,400	462

Note:
[1] Bolded and underlined values exceed the relevant AQO.

3.4 Potential Air Quality Impact on Proposed Commercial Development

Identification of Industrial Emission Sources

3.4.1 Site surveys were conducted on 22 October 2024 and 18 November 2024 to identify any environmental nuisance and focus on area within 500m from the Phase IIa Development Site (**Figure 3.1**). There is no existing and planned industrial sources identified in the surrounding.

3.4.2 There is no industrial stack emission identified for area within 200m buffer distance from the Phase IIa Development Site. The buffer distance requirement set out in Table 3.1 of HKPSG Chapter 9 can be fulfilled. Therefore, no adverse air quality impact from the industrial / chimney emissions on the proposed development is anticipated. (see **Figure 3.1**).

Identification of Vehicular Emission Sources

3.4.3 The Phase IIa Development Site is bounded by Castle Peak Road – Yuen Long. Vehicular traffic at Yau Tin East Road adjoining the Phase IIa Development Site on southwest side is restricted unless with permit. Fung Yau Street East is located to the further southwest on opposite side of the existing nullah with horizontal separation of over 20m between its kerb side and nearest Phase IIa Development Site boundary.

3.4.4 **Figure 3.2** shows the separation distance from nearby road network provided and the buffer zone according to Table 3.1 in Chapter 9 of the HKPSG. Castle Peak Road – Yuen Long is classified as rural trunk road in the latest ATC and considered equivalent to Trunk Road. Therefore, buffer distance of 20m applies. Castle Peak Road – Yuen Long is located about 5m away from the Phase IIa Development Site so that the northern part of the site falls within the buffer zone measured 20m from the kerb side of Castle

Peak Road – Yuen Long. As advised by the Traffic Consultant, Yau Tin East Road (not covered in Annual Traffic Census) is considered as local distributors. According to the requirements under HKPSG, 5m buffer distance should be provided. Transport Department's confirmation on road type of Yau Tin East Road is shown in **Appendix 3.3**.

3.4.5 To meet the recommended buffer separation and avoid adverse air quality impact, all air-sensitive uses of the proposed commercial development including openable window, fresh air intake and recreational use in open space will be designed so that they would be outside the buffer zone of Castle Peak Road – Yuen Long and Yau Tin East Road in **Figure 3.2**. Therefore, the buffer distance requirements in Table 3.1 of HKPSG Chapter 9 can be fulfilled for Castle Peak Road – Yuen Long and Yau Tin East Road. No adverse air quality impact from the vehicular emissions on the proposed development is anticipated. If the buffer distance requirements cannot be fulfilled during the further review in the later stage (e.g. detailed design stage), a detailed/quantitative air quality impact assessment should be carried out to demonstrate the acceptability of the air quality impact.

3.5 Potential Odour Impact on Proposed Commercial Development

Identification of Odour Sources

3.5.1 Site survey was conducted to identify any odour impact arising from odour sources within 500m assessment area. The identified potential odour sources within 200m buffer distance are the nullah along Yau Tin East Road and Fung Kwan Street Refuse Collection Point (RCP) (see **Figure 3.3**).

3.5.2 The surveys were conducted on following dates.

- 6 October 2024 (daytime; weather condition: sunny and hot weather, with temperature around 33 °C),
- 21 October 2024 (daytime; weather condition: sunny and hot weather, with temperature around 32 °C),
- 22 October 2024 (daytime; weather condition: sunny and hot weather, with temperature around 34 °C),
- 18 November 2024 (daytime; weather condition: sunny and hot weather, with temperature around 29 °C).

3.5.3 Route of site inspection for odour is shown in **Appendix 3.1**. No adverse odour was observed at Fung Kwan Street RCP during all onsite surveys. Minor and intermittent unpleasant smell was observed at locations immediate to the nullah along Yau Tin East Road or Fung Yau Street North during the surveys. No obvious unpleasant smell was recorded along the boundary of the Phase IIa Development Site even under the sunny and very hot weather condition. Besides, the development will be equipped with air conditioning system and the location for the fresh air intake would be further away from the concerned nullah and elevated much higher. The tentative location for the proposed fresh air intake is shown in **Figure 3.3** and the fresh air intake would be elevated to 1/F (13.6mPD) for retail use and 6/F to 32/F (33.5mPD to 140mPD) for office use tentatively. It is located outside the buffer zone shown in **Figure 3.2**. The setback from nullah has also been optimised. The necessity of odour removal equipment for the fresh air intake will be further reviewed and considered in the later stage (e.g. detailed design stage).

3.5.4 The enquires on the odour-related complaints against the nullah close to the Phase II Development Site have been made to Environmental Protection Department (EPD). According to EPD's records for the period from 2020 to 2025, three complaints related to the nullah were received, in 2020, 2024 and 2025, respectively. For the complaints received in 2020 and 2024, EPD advised that it had been continuously following up on malodour issues arising from drainage misconnections in the Yuen Long area, had taken enforcement actions against illegal discharges to the Yuen Long East Nullah, and had referred any identified drainage misconnections to the relevant government departments for follow-up actions. The complaint received in 2025 was determined to be not substantiated. Other complaints related to Fung Kwan Street RCP, surface channel/drain/gullies on Yau San Street and Fung Yau Street South were all unsubstantiated. The relevant correspondences with EPD are shown in **Appendix 3.2**. Therefore, adverse odour impact on the Phase IIa Development Site would not be anticipated.

3.5.5 Based on the observation during the site survey and the nature of the Proposed Commercial Development, adverse odour impact is not anticipated on the proposed commercial development at the Phase IIa Development Site.

3.6 Potential Air Quality Impact arising from Proposed Commercial Development

Construction Phase

3.6.1 The potential air quality impacts during the construction phase and the mitigation measures where practicable for fugitive dust and gaseous emission during construction to be adopted would be further discussed in **Section 5**.

3.6.2 "Recommended Pollution Control Clauses for Construction Contracts" is available on the EPD website which set out the recommended air pollution control measures to be implemented by the contractor(s) during the construction stage of the Project.

3.6.3 With the implementation of control measures stipulated under the Air Pollution Control (Construction Dust) Regulation and the adoption of good practices, it is expected that construction fugitive dust and gaseous emission can be controlled.

Operational Phase

3.6.4 Regarding the carpark of the Proposed Commercial Development which will be located aboveground, it will not be fully enclosed and natural ventilation is available to facilitate dilution of pollutants. In addition, mechanical ventilation system will be equipped and will satisfy the requirements, including design, maintenance and operation of the ventilation systems, stipulated in the *ProPECC PN 2/96 - Control of Air Pollution in Car Park*.

3.6.5 The proposed carpark is mainly used for private cars (PCs) with less than 60 parking spaces. The duration with vehicular emission (when engine is switched on) is limited. Hence, the emissions from the proposed carpark are much lower than other carparks that are more frequently used by GVs. At this early planning stage, the details and design for the mechanical ventilation system design is not yet available. The exhausted air outlet is tentatively located on northern façade towards Castle Peak Road – Yuen Long and southwest façade towards the nullah with horizontal separation of about 45m from the nearest air sensitive uses (Ho Shun Yee Building and Wing Fu Mansion) on the opposite side of the nullah. The tentative location for the proposed exhaust outlet is shown in **Figure 3.4**. Therefore, no adverse air quality impact from the proposed carpark is anticipated and hence buffer distance requirement does not apply.

Moreover, all roads within proposed development are all categorized as EVAs. No adverse air quality impact from the vehicular emissions of the proposed development is anticipated.

3.7 Conclusion

3.7.1 As confirmed in site survey, there is no existing and planned industrial source / chimney identified within 200m buffer distance and 500m assessment area from the Phase IIa Application Site. No adverse air quality impact from the industrial / chimney emissions is anticipated.

3.7.2 The Proposed Commercial Development will be designed so that there are no air-sensitive uses of the proposed commercial development, including openable window, fresh air intake and recreational use in open space, falling within the buffer zone (measured 20m from kerb side of Castle Peak Road – Yuen Long and 5m from kerb side of Yau Tin East Road) as stipulated in the HKPSG. No adverse air quality impact from the vehicular emissions is anticipated.

3.7.3 According to the findings from the site visit, adverse odour impact is not anticipated at the Phase IIa Development Site.

3.7.4 Control measures stipulated under the Air Pollution Control (Construction Dust) Regulation and good practices will be adopted during construction of the project. It is expected that construction fugitive dust and gaseous emission can be controlled.

4. WATER QUALITY IMPACT ASSESSMENT

4.1 Introduction

4.1.1 In this assessment, potential water quality impact arising from the proposed commercial development is assessed, and mitigation measures, where required, are recommended. The relevant legislation, standards and guidelines include Water Pollution Control Ordinance (Cap. 358), HKPSG, and other subsidiary regulations, technical memorandum and practice notes.

4.2 Relevant Legislation, Standards and Guidelines

4.2.1 The relevant legislation, standards and guidelines used for water quality impact assessment are described in this section.

Water Pollution Control Ordinance (Cap. 358)

4.2.2 The Water Pollution Control Ordinance (WPCO) (Cap. 358) provides the major statutory framework for the protection and control of water quality in Hong Kong. According to the Ordinance and its subsidiary legislation, Hong Kong waters are divided into ten Water Control Zones (WCZs). Corresponding statements of Water Quality Objectives (WQOs) are stipulated for different water regimes (marine waters, inland waters, bathing beaches subzones, secondary contact recreation subzones and fish culture subzones) in the WCZ based on their beneficial uses. The assessment area is located within Deep Bay WCZ. WQOs relevant to this Project are given in **Table 4.1**.

Table 4.1 Summary of Water Quality Objectives for Deep Bay WCZ (WQOs)

Parameter	Water Quality Objective	Part/ Parts of Zone
Aesthetic Appearance	(a) Waste discharges shall cause no objectionable odours or discolouration of the water.	Whole Zone
	(b) Tarry residues, floating wood, articles made of glass, plastic, rubber or of any other substances should be absent.	
	(c) Mineral oil should not be visible on the surface. Surfactants should not give rise to a lasting foam.	
	(d) There should be no recognisable sewage-derived debris.	
	(e) Floating, submerged and semi-submerged objects of a size likely to interfere with the free movement of vessels, or cause damage to vessels, should be absent.	
	(f) Waste discharges shall not cause the water to contain substances which settle to form objectionable deposits.	
Bacteria	(a) The level of *Escherichia coli* should not exceed 610 per 100 mL, calculated as the geometric mean of all samples collected in one calendar year.	Secondary Contact Recreation Subzone and Mariculture Subzone
	(b) The level of *Escherichia coli* should be zero per 100 ml, calculated as the running median of the most recent 5 consecutive samples taken at intervals of between 7 and 21 days.	Yuen Long & Kam Tin (Upper) Subzone, Beas Subzone, Indus Subzone, Ganges Subzone and Water Gathering Ground Subzones
	(c) The level of *Escherichia coli* should not exceed 1000 per 100 ml, calculated as the running median of the most recent 5 consecutive samples taken at intervals of between 7 and 21 days.	Yuen Long & Kam Tin (Lower) Subzone and other inland waters

Parameter	Water Quality Objective	Part/ Parts of Zone
	(d) The level of *Escherichia coli* should not exceed 180 per 100 mL, calculated as the geometric mean of all samples collected from March to October inclusive in one calendar year. Samples should be taken at least 3 times in a calendar month at intervals of between 3 and 14 days.	Yung Long Bathing Beach Subzone
Colour	(a) Waste discharges shall not cause the colour of water to exceed 30 Hazen units.	Yuen Long & Kam Tin (Upper) Subzone, Beas Subzone, Indus Subzone, Ganges Subzone and Water Gathering Ground Subzones
	(b) Waste discharges shall not cause the colour of water to exceed 50 Hazen units.	Yuen Long & Kam Tin (Lower) Subzone and other inland waters
Dissolved Oxygen	(a) Waste discharges shall not cause the level of dissolved oxygen to fall below 4 milligrams per litre for 90% of the sampling occasions during the year; values should be taken at 1 metre below surface.	Inner Marine Subzone excepting Mariculture Subzone
	(b) Waste discharges shall not cause the level of dissolved oxygen to fall below 4 milligrams per litre for 90% of the sampling occasions during the year; values should be calculated as water column average (arithmetic mean of at least 2 measurements at 1 metre below surface and 1 metre above seabed). In addition, the concentration of dissolved oxygen should not be less than 2 milligrams per litre within 2 metres of the seabed for 90% of the sampling occasions during the year.	Outer Marine Subzone excepting Mariculture Subzone
	(c) The dissolved oxygen level should not be less than 5 milligrams per litre for 90% of the sampling occasions during the year; values should be taken at 1 metre below surface.	Mariculture Subzone
	(d) Waste discharges shall not cause the level of dissolved oxygen to be less than 4 milligrams per litre.	Yuen Long & Kam Tin (Upper and Lower) Subzones, Beas Subzone, Indus Subzone, Ganges Subzone, Water Gathering Ground Subzones and other inland waters of the Zone
pH	(a) The pH of the water should be within the range of 6.5-8.5 units. In addition, waste discharges shall not cause the natural pH range to be extended by more than 0.2 units.	Marine waters excepting Yung Long Bathing Beach Subzone
	(b) Waste discharges shall not cause the pH of the water to exceed the range of 6.5-8.5 units.	Yuen Long & Kam Tin (Upper and Lower) Subzones, Beas Subzone, Indus Subzone, Ganges Subzone and Water Gathering Ground Subzones
	(c) The pH of the water should be within the range of 6.0-9.0 units.	Other inland waters
	(d) The pH of the water should be within the range of 6.0-9.0 units for 95% of samples. In addition, waste discharges shall not cause the natural pH range to be extended by more than 0.5 units.	Yung Long Bathing Beach Subzone
Temperature	Waste discharges shall not cause the natural daily temperature range to change by more than 2.0°C.	Whole Zone
Salinity	Waste discharges shall not cause the natural ambient salinity level to change by more than 10%	Whole Zone
Suspended Solids	(a) Waste discharges shall neither cause the natural ambient level to be raised by 30% nor give rise to accumulation of suspended solids which may adversely affect aquatic communities.	Marine Waters

Parameter	Water Quality Objective	Part/ Parts of Zone
	(b) Waste discharges shall not cause the annual median of suspended solids to exceed 20 milligrams per litre.	Yuen Long & Kam Tin (Upper and Lower) Subzones, Beas Subzone, Ganges Subzone, Indus Subzone, Water Gathering Ground Subzones and other inland waters
Ammonia	The un-ionized ammoniacal nitrogen level should not be more than 0.021 milligram per litre, calculated as the annual average (arithmetic mean).	Whole Zone
Nutrients	(a) Nutrients shall not be present in quantities sufficient to cause excessive or nuisance growth of algae or other aquatic plants.	Inner and Outer Marine Subzones
	(b) Without limiting the generality of objective (a) above, the level of inorganic nitrogen should not exceed 0.7 milligram per litre, expressed as annual mean.	Inner Marine Subzone
	(c) Without limiting the generality of objective (a) above, the level of inorganic nitrogen should not exceed 0.5 milligram per litre, expressed as annual water column average (arithmetic mean of at least 2 measurements at 1 metre below surface and 1 metre above seabed).	Outer Marine Subzone
5-Day Biochemical Oxygen Demand	(a) Waste discharges shall not cause the 5-day biochemical oxygen demand to exceed 3 milligrams per litre.	Yuen Long & Kam Tin (Upper) Subzone, Beas Subzone, Indus Subzone, Ganges Subzone and Water Gathering Ground Subzones
	(b) Waste discharges shall not cause the 5-day biochemical oxygen demand to exceed 5 milligrams per litre.	Yuen Long & Kam Tin (Lower) Subzone and other inland waters
Chemical Oxygen Demand	(a) Waste discharges shall not cause the chemical oxygen demand to exceed 15 milligrams per litre.	Yuen Long & Kam Tin (Upper) Subzone, Beas Subzone, Indus Subzone, Ganges Subzone and Water Gathering Ground Subzones
	(b) Waste discharges shall not cause the chemical oxygen demand to exceed 30 milligrams per litre.	Yuen Long & Kam Tin (Lower) Subzone and other inland waters
Toxins	(a) Waste discharges shall not cause the toxins in water to attain such levels as to produce significant toxic carcinogenic, mutagenic or teratogenic effects in humans, fish or any other aquatic organisms, with due regard to biologically cumulative effects in food chains and to toxicant interactions with each other.	Whole Zone
	(b) Waste discharges shall not cause a risk to any beneficial uses of the aquatic environment.	
Phenol	Phenols shall not be present in such quantities as to produce a specific odour, or in concentration greater than 0.05 milligrams per litre as C6H5OH.	Yung Long Bathing Beach Subzone
Turbidity	Waste discharges shall not reduce light transmission substantially from the normal level.	Yung Long Bathing Beach Subzone

Technical Memorandum

4.2.3 Besides setting the WQOs, discharge of effluents into the WCZs are subject to control under the WPCO through a licensing system. The "Technical Memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters" (TM-DSS) gives guidance on the permissible effluent discharges based on the type of receiving waters (foul sewers, stormwater drains, inland and coastal waters). The limits control the physical, chemical and microbial quality of effluents. Any sewage from the proposed construction and operation activities must comply with the required discharge standards for effluents discharged into the foul sewers, inland waters and coastal waters of Deep Bay WCZ, as given in the TM-DSS.

Practice Note

4.2.4 A Professional Persons Environmental Consultative Committee Practice Note (ProPECC PN) was issued by the EPD to provide guidelines for handling and disposal of construction site discharges. The ProPECC PN 2/24 "Construction Site Drainage" provides good practice guidelines for dealing with 10 types of discharge from construction sites. These include surface run-off, groundwater, boring and drilling water, bentonite slurry, water for testing and sterilisation of water retaining structures and water pipes, wastewater from building constructions, acid cleaning, etching and pickling wastewater, and wastewater from site facilities. Practices given in the ProPECC PN 2/24 should be followed as far as possible during construction to minimise the water quality impact due to construction site drainage.

4.2.5 The ProPECC PN 1/23 "Drainage Plans subject to Comments by Environmental Protection Department" provides guidelines and practices for handling, treatment and disposal of various effluent discharges to stormwater drains and foul sewers. The design of site drainage and disposal of various site effluents generated within the new development area should follow the relevant guidelines and practices as given in the ProPECC PN 1/23.

4.3 Baseline Water Quality

4.3.1 The nearest water quality monitoring stations are Yuen Long Nullah (YL1 -YL4), which are located 900m apart from the Subject Site. **Table 4.2 - Table 4.5** summarises the water quality monitoring data for YL1 -YL4 for the period between 2021 and 2025.

Table 4.2 Water Quality Monitoring Data for YL1 (Year 2021 – 2025)

Parameter	Unit	YL1				
		2021	2022	2023	2024	2025
Dissolved Oxygen	mg/L	3.7 (2.2 - 6.0)	4.5 (1.8 - 7.7)	3.0 (1.6 - 7.7)	5.7 (2.9 - 6.8)	5.6 (3.2 – 7.9)
pH	-	7.2 (6.8 - 7.6)	7.1 (6.9 - 7.5)	7.1 (6.9 - 7.5)	7.0 (7.0 - 7.5)	7.2 (7.0 – 7.4)
Suspended Solids	mg/L	13.0 (7.0 - 56.0)	10.0 (7.2 - 39.0)	23.0 (5.8 - 260.0)	7.9 (3.8 - 23.0)	6.4 (1.9 – 23.0)
5-Day Biochemical Oxygen Demand	mg/L	14.0 (5.9 - 74.0)	15.0 (5.4 - 72.0)	17.0 (4.0 - 71.0)	15.0 (5.0 - 30.0)	8.1 (2.0 – 42.0)
Chemical Oxygen Demand	mg/L	31 (12 - 320)	25 (12 - 170)	34 (11 - 150)	9 (6 - 26)	16 (10 – 70)
Oil & Grease	mg/L	<0.5 (<0.5 - 1.0)	0.6 (<0.5 - 1.1)	0.7 (<0.5 - 2.6)	0.5 (<0.5 - 1.0)	0.5 (<0.5 – 4.5)
E. coli	counts/ 100mL	190 000 (47 000 - 1 300 000)	270 000 (52 000 - 4 100 000)	296 386 (35 000 - 10 000 000)	87 446 (53 000 - 170 000)	75 718 (34 000 – 880 000)
Faecal Coliforms	counts/ 100mL	410 000 (120 000 - 1 500 000)	430 000 (90 000 - 5 100 000)	640 284 (120 000 - 10 000 000)	329 615 (140 000 - 1 400 000)	205 073 (72 000 - 1 100 000)
Ammonia-Nitrogen	mg/L	8.500 (3.100 - 22.000)	6.100 (0.970 - 29.000)	4.550 (1.100 - 20.000)	3.550 (2.400 - 7.400)	4.800 (1.200 – 17.000)
Nitrate-Nitrogen	mg/L	0.150 (<0.002 - 0.920)	0.420 (<0.002 - 0.920)	0.031 (<0.002 - 0.870)	0.550 (<0.008 - 1.200)	0.490 (<0.002 – 0.900)
Total Kjeldahl Nitrogen	mg/L	21.00 (17.00 - 28.00)	6.50 (1.40 - 35.00)	6.95 (2.20 - 31.00)	5.65 (2.5 - 8.7)	7.40 (3.30 – 19.00)

Parameter	Unit	YL1				
		2021	2022	2023	2024	2025
Orthophosphate Phosphorus	mg/L	0.840 (0.130 - 2.100)	0.560 (0.190 - 2.900)	0.550 (0.110 - 5.000)	0.440 (0.160 - 0.810)	0.485 (0.140 – 1.300)
Total Phosphorus	mg/L	2.10 (1.80 - 5.30)	0.94 (0.36 - 3.00)	1.11 (0.30 - 6.50)	0.67 (0.36 - 1.0)	0.85 (0.35 – 1.70)
Sulphide	mg/L	0.02 (<0.02 - 0.07)	0.03 (<0.02 - 0.08)	0.04 (<0.02 - 0.11)	<0.02 (<0.02 - 0.02)	<0.02 (<0.02 – 0.07)
Aluminium	µg/L	<50 (<50 - <50)	<50 (<50 - <50)	<50 (<50 - <50)	<50 (<50 - 50)	<50 (<50 - <50)
Cadmium	µg/L	<0.1 (<0.1 - <0.1)	<0.1 (<0.1 - <0.1)	<0.1 (<0.1 - <0.1)	<0.1 (<0.1 - <0.1)	<0.1 (<0.1 - <0.1)
Chromium	µg/L	<1 (<1 - <1)	<1 (<1 - <1)	<1 (<1 - 2)	<1 (<1 - <1)	<1 (<1 - <1)
Copper	µg/L	3 (1 - 6)	3 (1 - 10)	1 (<1 - 7)	1 (2 - 6)	2 (<1 – 3)
Lead	µg/L	<1 (<1 - <1)	<1 (<1 - <1)	<1 (<1 - <1)	<1 (<1 - <1)	<1 (<1 - <1)
Zinc	µg/L	15 (<10 - 22)	20 (<10 - 36)	<10 (<10 - 30)	<10 (<10 - 20)	<10 (<10 - 20)
Flow	m^3/s	0.273 (0.181 - 0.685)	0.242 (0.084 - 0.797)	0.303 (0.161 - 0.886)	0.310 (0.027 - 0.970)	0.209 (0.004 – 1.200)

Table 4.3 Water Quality Monitoring Data for YL2 (Year 2021 – 2025)

Parameter	Unit	YL2				
		2021	2022	2023	2024	2025
Dissolved Oxygen	mg/L	6.3 (4.5 - 7.9)	7.4 (6.2 - 9.2)	6.3 (3.5 - 8.6)	5.9 (4.0 - 8.4)	6.0 (4.4 - 8.8)
pH	-	7.5 (7.2 - 8.6)	7.6 (7.1 - 10.3)	7.4 (7.2 - 8.8)	7.3 (7.0 - 7.5)	7.2 (7.0 - 7.6)
Suspended Solids	mg/L	5.6 (1.3 - 17.0)	3.6 (1.9 - 160.0)	3.9 (1.2 - 69.0)	3.3 (1.8 - 6.4)	3.7 (1.6 - 7.4)
5-Day Biochemical Oxygen Demand	mg/L	8.6 (4.8 - 19.0)	5.5 (0.5 - 26.0)	7.4 (2.3 - 22.0)	11.0 (3.3 - 39.0)	9.5 (5.5 - 44.0)
Chemical Oxygen Demand	mg/L	19 (12 - 32)	17 (10 - 37)	18 (12 - 23)	7 (6 - 29)	14 (5 - 19)
Oil & Grease	mg/L	<0.5 (<0.5 - 1.0)	<0.5 (<0.5 - 0.8)	<0.5 (<0.5 - <0.5)	<0.5 (<0.5 - 1.0)	<0.5 (<0.5 - <0.5)
E. coli	counts/ 100mL	120 000 (44 000 - 560 000)	69 000 (2 000 - 230 000)	113 976 (38 000 - 530 000)	119 901 (39 000 - 370 000)	70 893 (24 000 - 510 000)
Faecal Coliforms	counts/ 100mL	210 000 (86 000 - 1 000 000)	180 000 (22 000 - 730 000)	302 588 (92 000 - 750 000)	329 682 (69 000 - 1 200 000)	391 410 (80 000 - 1 600 000)
Ammonia-Nitrogen	mg/L	3.800 (2.800 - 6.200)	3.600 (0.750 - 5.700)	3.600 (0.970 - 6.900)	3.750 (2.800 - 5.500)	3.250 (2.300 - 4.100)
Nitrate-Nitrogen	mg/L	0.630 (0.300 - 1.100)	0.800 (0.470 - 1.300)	0.970 (0.270 - 1.200)	0.625 (0.350 - 1.300)	0.630 (0.410 - 0.990)
Total Kjeldahl Nitrogen	mg/L	6.80 (5.70 - 9.10)	4.10 (1.50 - 6.40)	4.30 (1.80 - 7.40)	4.40 (2.90 - 6.4)	4.00 (2.60 - 11.00)
Orthophosphate Phosphorus	mg/L	0.260 (0.140 - 0.360)	0.210 (0.008 - 0.370)	0.290 (0.150 - 0.420)	0.280 (0.220 - 0.830)	0.250 (0.150 - 0.510)
Total Phosphorus	mg/L	0.59 (0.52 - 0.77)	0.36 (0.20 - 0.48)	0.42 (0.24 - 0.58)	0.31 (0.38 - 0.51)	0.35 (0.27 - 0.57)

Parameter	Unit	YL2				
		2021	2022	2023	2024	2025
Sulphide	mg/L	<0.02 (<0.02 - 0.04)	<0.02 (<0.02 - 0.03)	<0.02 (<0.02 - 0.02)	<0.02 (<0.02 - 0.02)	<0.02 (<0.02 - 0.04)
Aluminium	µg/L	61 (<50 - 496)	60 (<50 - 288)	<50 (<50 - 280)	<50 (<50 - 50)	<50 (<50 - <50)
Cadmium	µg/L	<0.1 (<0.1 - <0.1)	<0.1 (<0.1 - <0.1)	<0.1 (<0.1 - <0.1)	<0.1 (<0.1 - <0.1)	<0.1 (<0.1 - <0.1)
Chromium	µg/L	<1 (<1 - 1)	<1 (<1 - 11)	<1 (<1 - 4)	<1 (<1 - <1)	<1 (<1 - <1)
Copper	µg/L	2 (1 - 4)	2 (1 - 4)	1 (<1 - 5)	1 (1 - 4)	<1 (<1 - 3)
Lead	µg/L	<1 (<1 - <1)	<1 (<1 - <1)	<1 (<1 - <1)	<1 (<1 - 2)	<1 (<1 - <1)
Zinc	µg/L	<10 (<10 - 24)	<10 (<10 - 40)	10 (10 - 40)	<10 (<10 - 40)	<10 (<10 - 20)
Flow	m^3/s	0.012 (0.007 - 0.035)	0.020 (0.011 - 0.077)	0.017 (0.001 - 0.104)	0.019 (0.004 - 0.059)	0.019 (0.006 - 0.058)

Table 4.4 Water Quality Monitoring Data for YL3 (Year 2021 – 2025)

Parameter	Unit	YL3				
		2021	2022	2023	2024	2025
Dissolved Oxygen	mg/L	3.2 (2.3 - 4.5)	3.5 (1.9 - 6.3)	2.5 (1.9 - 6.9)	3.6 (2.5 - 6.1)	4.3 (2.8 - 5.2)
pH	-	7.3 (7.0 - 7.9)	7.3 (7.0 - 8.7)	7.2 (6.9 - 7.6)	7.1 (7.0 - 7.4)	7.3 (7.1 - 7.9)
Suspended Solids	mg/L	32.5 (11.0 - 140.0)	24.5 (6.6 - 75.0)	29.0 (5.0 - 160.0)	28.0 (4.0 - 40.0)	18.5 (7.0 - 83.0)
5-Day Biochemical Oxygen Demand	mg/L	56.5 (27.0 - 130.0)	57.0 (9.1 - 90.0)	55.5 (14.0 - 140.0)	48.0 (12.0 - 140.0)	52.5 (17.0 - 160.0)
Chemical Oxygen Demand	mg/L	61 (13 - 270)	69 (14 - 150)	57 (10 - 160)	130 (17 - 130)	37 (14 - 190)
Oil & Grease	mg/L	1.4 (<0.5 - 15.0)	1.6 (<0.5 - 2.4)	1.3 (<0.5 - 5.4)	2.6 (<0.5 - 7.4)	1.8 (<0.5 - 7.3)
E. coli	counts/ 100mL	1 200 000 (700 000 - 2 500 000)	860 000 (330 000 - 2 400 000)	1 304 789 (230 000 - 7 600 000)	1 415 020 (620 000 - 4 500 000)	1 158 178 (560 000 - 8 000 000)
Faecal Coliforms	counts/ 100mL	2 100 000 (900 000 - 3 000 000)	1 500 000 (550 000 - 3 700 000)	2 134 931 (590 000 - 9 600 000)	2 762 627 (1 300 000 - 6 000 000)	2 426 249 (900 000 - 30 000 000)
Ammonia-Nitrogen	mg/L	8.500 (3.600 - 11.000)	5.850 (1.100 - 14.000)	5.000 (1.100 - 19.000)	4.550 (2.400 - 7.500)	4.300 (2.000 - 7.800)
Nitrate-Nitrogen	mg/L	0.004 (<0.002 - 0.450)	0.010 (<0.002 - 2.690)	0.006 (<0.002 - 0.640)	<0.002 (<0.002 - 0.590)	0.139 (<0.002 - 1.100)
Total Kjeldahl Nitrogen	mg/L	18.50 (15.00 - 20.00)	7.70 (1.90 - 20.00)	8.60 (1.90 - 25.00)	7.40 (2.9 - 10.0)	6.60 (2.90 - 19.00)
Orthophosphate Phosphorus	mg/L	0.550 (0.310 - 1.400)	0.500 (0.095 - 1.200)	0.395 (0.100 - 3.100)	0.425 (0.019 - 0.820)	0.290 (0.100 - 0.580)
Total Phosphorus	mg/L	1.60 (1.30 - 2.60)	0.89 (0.33 - 2.10)	0.94 (0.17 - 4.10)	0.75 (0.47 - 1.10)	0.73 (0.38 - 1.70)
Sulphide	mg/L	0.07 (0.04 - 0.31)	0.05 (<0.02 - 0.16)	0.10 (<0.02 - 0.24)	0.07 (0.02 - 0.29)	0.08 (<0.02 - 0.41)
Aluminium	µg/L	<50 (<50 - <50)	<50 (<50 - 73)	<50 (<50 - <50)	<50 (<50 - <50)	<50 (<50 - <50)

Parameter	Unit	YL3				
		2021	2022	2023	2024	2025
Cadmium	µg/L	<0.1 (<0.1 - <0.1)	<0.1 (<0.1 - <0.1)	<0.1 (<0.1 - <0.1)	<0.1 (<0.1 - <0.1)	<0.1 (<0.1 - <0.1)
Chromium	µg/L	<1 (<1 - <1)	<1 (<1 - 4)	<1 (<1 - 1)	<1 (<1 - <1)	<1 (<1 - <1)
Copper	µg/L	2 (1 - 5)	2 (1 - 8)	2 (1 - 4)	1 (2 - 4)	<1 (<1 - 3)
Lead	µg/L	<1 (<1 - <1)	<1 (<1 - <1)	<1 (<1 - <1)	<1 (<1 - <1)	<1 (<1 - <1)
Zinc	µg/L	12 (<10 - 18)	12 (<10 - 33)	<10 (<10 - 20)	<10 (<10 - 30)	<10 (<10 - 20)
Flow	m^3/s	0.703 (0.506 - 1.422)	0.812 (0.624 - 1.352)	0.480 (0.264 - 1.008)	0.525 (0.117 - 1.927)	0.621 (0.068 - 3.875)

Table 4.5 Water Quality Monitoring Data for YL4 (Year 2021 – 2025)

Parameter	Unit	YL4				
		2021	2022	2023	2024	2025
Dissolved Oxygen	mg/L	2.6 (1.6 - 3.7)	3.1 (1.8 - 6.7)	3.2 (1.5 - 5.5)	3.5 (2.2 - 5.8)	3.1 (1.8 - 4.4)
pH	-	7.3 (7.0 - 7.8)	7.2 (7.1 - 7.6)	7.3 (7.0 - 7.5)	7.1 (7.0 - 7.4)	7.1 (6.9 - 7.3)
Suspended Solids	mg/L	27.0 (13.0 - 57.0)	17.0 (7.2 - 87.0)	24.5 (2.4 - 150.0)	19.5 (8.9 - 47.0)	23.0 (12.0 - 48.0)
5-Day Biochemical Oxygen Demand	mg/L	110.0 (25.0 - 230.0)	87.0 (23.0 - 140.0)	71.0 (51.0 - 120.0)	65.5 (11.0 - 140.0)	102.0 (71.0 - 200.0)
Chemical Oxygen Demand	mg/L	110 (51 - 180)	68 (38 - 130)	47 (27 - 140)	78 (34 - 150)	75 (28 - 180)
Oil & Grease	mg/L	3.7 (0.6 - 6.9)	2.5 (0.6 - 5.2)	1.7 (0.6 - 6.3)	3.1 (0.6 - 12.0)	5.2 (2.2 - 20.0)
E. coli	counts/ 100mL	1 600 000 (660 000 - 3 000 000)	1 200 000 (260 000 - 2 800 000)	1 166 470 (500 000 - 2 900 000)	1 717 380 (600 000 - 4 100 000)	2 529 015 (720 000 - 15 000 000)
Faecal Coliforms	counts/ 100mL	3 500 000 (1 800 000 - 6 400 000)	2 300 000 (750 000 - 6 400 000)	2 219 503 (800 000 - 5 000 000)	3 432 422 (1 400 000 - 8 000 000)	6 836 820 (1 700 000 - 26 000 000)
Ammonia-Nitrogen	mg/L	6.500 (2.700 - 7.300)	5.100 (0.770 - 7.100)	5.000 (1.200 - 7.100)	5.850 (2.600 - 8.400)	6.600 (4.100 - 8.500)
Nitrate-Nitrogen	mg/L	0.002 (<0.002 - 0.014)	0.004 (<0.002 - 0.310)	<0.002 (<0.002 - 0.014)	0.030 (<0.002 - 4.500)	0.002 (<0.002 - 0.032)
Total Kjeldahl Nitrogen	mg/L	13.00 (12.00 - 19.00)	8.20 (1.70 - 13.00)	7.20 (3.10 - 11.00)	6.45 (3.8 - 9.30)	10.00 (5.50 - 13.00)
Orthophosphate Phosphorus	mg/L	0.380 (0.053 - 0.590)	0.280 (0.005 - 0.510)	0.405 (0.013 - 0.910)	0.580 (0.390 - 0.930)	0.550 (0.290 - 0.710)
Total Phosphorus	mg/L	1.20 (1.00 - 1.70)	0.82 (0.23 - 1.50)	0.71 (0.20 - 1.40)	0.87 (0.67 - 1.40)	0.96 (0.57 - 1.70)
Sulphide	mg/L	0.18 (0.05 - 0.36)	0.07 (<0.02 - 0.15)	0.10 (<0.02 - 0.30)	0.26 (0.02 - 0.65)	0.37 (0.11 - 0.57)
Aluminium	µg/L	<50 (<50 - <50)	<50 (<50 - <50)	<50 (<50 - <50)	<50 (<50 - <50)	<50 (<50 - <50)
Cadmium	µg/L	<0.1 (<0.1 - <0.1)	<0.1 (<0.1 - <0.1)	<0.1 (<0.1 - <0.1)	<0.1 (<0.1 - <0.1)	<0.1 (<0.1 - <0.1)
Chromium	µg/L	<1 (<1 - 2)	<1 (<1 - <1)	<1 (<1 - <1)	<1 (<1 - <1)	<1 (<1 - <1)

Parameter	Unit	YL4				
		2021	2022	2023	2024	2025
Copper	µg/L	3 (2 - 6)	2 (2 - 3)	2 (1 - 3)	1 (2 - 4)	<1 (<1 - 3)
Lead	µg/L	<1 (<1 - <1)	<1 (<1 - <1)	<1 (<1 - <1)	<1 (<1 - <1)	<1 (<1 - <1)
Zinc	µg/L	10 (<10 - 24)	12 (<10 - 41)	<10 (<10 - 20)	<10 (<10 - 40)	<10 (<10 - 20)
Flow	m^3/s	0.217 (0.141 - 0.429)	0.146 (0.098 - 0.222)	0.168 (0.132 - 0.468)	0.210 (0.078 - 0.645)	0.161 (0.063 - 0.304)

4.3.2 According to EPD's River Monitoring Report, the overall WQO compliance rate for EPD stations within Yuen Long Nullah is 58% in 2025. YL1 and YL2 was graded as "Fair" under the Annual Water Quality Index in 2025, YL3 and YLS4 were graded as "Bad" and "Very Bad" respectively.

4.4 Potential Water Quality Impact arising from Proposed Commercial Development

Construction Phase

4.4.1 The potential water quality impacts during the construction phase and the mitigation measures where practicable during construction to be adopted would be further discussed in **Section 5**.

4.4.2 There are no diversions of water course or major construction works within/partly within any watercourse. Yet, a section of existing nullah will be decked for access purpose. The good practice given in the Practice Notes for Professional Persons on "Construction Site Drainage" (ProPECC PN 2/24) would be implemented by the contractor(s) during the construction stage of the Project.

Operational Phase

4.4.3 Under ProPECC PN 1/23 "Drainage Plans subject to Comment by the Environmental Protection Department", drainage plans submitted to the Building Authority should be referred to EPD for comment whenever there is a concern for pollution control.

4.4.4 Foul water generated from the Proposed Commercial Development would be collected and discharge to public sewers. A sewerage impact assessment (SIA) report has been prepared separately which detailed the recommendations to meet relevant water quality standard. It is estimated in the SIA report that the total average dry weather flow (ADWF) generated from the proposed commercial development is 149.2 m^3/day. The assessment of impact to the public sewerage infrastructure is addressed in the SIA report.

4.4.5 Surface water will be collected via rainwater pipes and diverted to stormwater drains.

4.4.6 The best practice and design recommendations in ProPECC PN 1/23 will be followed for design and implementation where applicable. Proper measures such as oil interceptors, silt removal system, grease trap will be provided.

Foul Water Generation

4.4.7 Sewage generated from the proposed commercial development will be collected and discharged to public sewers. All discharges during the operation phase of the proposed commercial development are required to comply with the Technical Memorandum for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters (TM-DSS) issued under Section 21 of the Water Pollution Control Ordinance (WPCO). The TM-DSS defines acceptable discharge limits to different types of receiving waters.

Under the TM-DSS, effluents discharged into the drainage and sewerage systems, inland and coastal waters of the Water Control Zones (WCZs) are subject to pollutant concentration standards for specified discharge volumes. These are defined by the Environmental Protection Department (EPD) and are specified in licence conditions for any new discharge within a WCZ.

4.4.8 No unacceptable water quality due to effluent discharge is anticipated with the proper design of the proposed sewerage system.

Surface Runoff

4.4.9 While greenery area will be provided in future, it is confirmed that no artificial fertiliser, pesticides and other agrochemicals will be adopted. Proper drainage system will be constructed onsite to intercept flow from surrounding catchment and from within the Subject Site. There will be provision of oil interceptors (for loading/unloading bay) and desilting facilities such as silt trap, sedimentation tank, etc. before discharge. The exact location for discharge points will be determined during detailed design of drainage system. The drainage facilities will be subject to regular maintenance.

4.5 Conclusion

4.5.1 With the implementation of the recommended good practices or mitigation measures during the construction and operational phases, no adverse water quality impact is anticipated.

5. CONSTRUCTION PHASE IMPACTS

5.1 Introduction

5.1.1 During the construction phase of the Proposed Commercial Development, the construction activities, including site clearance, demolition works of substructure and site formation works would be involved. There may be potential air quality, noise and water quality impacts upon the nearby sensitive receivers. Waste generation and sewage generation during construction phase is another consideration. Practicable environmental mitigation measures are recommended to reduce these impacts to acceptable ranges.

5.2 Fugitive Dust and Gaseous Emission Impact

5.2.1 The major air quality impact of concern during the construction phase will be the potential fugitive dust and gaseous emission. The major dust and gaseous emission sources during the construction phase of the development are expected to arise from construction activities during site formation stage such as:

- Earth moving, loading and unloading of excavated material;
- Wind effect on material stockpiling; and
- Vehicle movements on haul roads and over the construction site.

5.2.2 As there is no proposed basement in the project, the implementation of the project will not involve any excavation work for the basement. During superstructure construction, it is estimated that 176 m^3 of non-inert waste and 1,584 m^3 of inert waste will be generated. Assuming a period of 2 year for superstructure construction, there will be less than 1 truckload of construction waste generated per day. Necessary mitigation measures are recommended and will be implemented in order to avoid adverse fugitive dust impact.

5.2.3 There will be potential impacts from the criteria pollutants (e.g. nitrogen oxides (NOx), sulphur dioxide (SO_2), and carbon monoxide (CO)). Emission from diesel trucks for the haulage of materials and construction plants will contain high percentage of smoke particulate and unburned hydrocarbons in comparison with petrol driven vehicles. Ultra-low sulphur diesel (ULSD) with sulphur content not exceeding 0.001% by weight will be used as fuel to minimize SO_2 emission. In all circumstances, the contractor will be required to observe all relevant regulations and maintain all equipment in good condition to avoid any excessive emission. Under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted non-road mobile machineries (including mobile generator, air compressor, excavator, crawler crane, bulldozer and etc.) with a proper label are allowed to be used in the construction site. Exempted NRMMs shall be avoided to minimize the particulate matters (PM) and gaseous emissions. In addition, availability of electricity supply during construction of the project will be explored and such requirement will be specified in future contract. If available, contractor should maximise use of electric non-road mobile machinery (NRMMs) and with least reliance of diesel fuelled equipment (e.g. for electricity powered stationary equipment such as pump instead of using generator).

5.2.4 There are sensitive uses located within 500m from the Phase IIa Development Site and considered as Air Sensitive Receivers (ASRs) and Noise Sensitive Receivers (NSRs). The planned RCHE+SCCC+Youth Hostel to the immediate west and approved subsidised sale flat (SSF) in Phase III to the southeast are being implemented and scheduled for completion by 2030.

5.2.5 **Figure 5.1** and **Table 5.1** show the separation distance between the Phase IIa Development Site and the nearby ASRs/NSRs.

Table 5.1 Separation Distance between the Phase IIa Development Site and Nearby Air/Noise Sensitive Receivers

ID	Identified ASR/NSR	Separation Distance from Phase IIa Site Boundary
ASR1 / NSR1	Planned RCHE+SCCC+Youth Hostel	to the immediate west
ASR2 / NSR2	Approved SSF Development in Phase III	~32m to the southeast
ASR3 / NSR3	YOHO Midtown (Phase I)	~25m to the east
ASR4 / NSR4	Ho Shun Yee Building	~37m to the south
ASR5 / NSR5	YOHO Hub	~48m to the north
ASR6 / NSR6	Wing Fu Mansion	~49m to the southwest
ASR7 / NSR7	Sun Yuen Long Centre	~90m to the northeast
ASR8 / NSR8	Planned Phase IIb Development	to the immediate east/ southeast

Concurrent Projects

5.2.6 There are three sites identified within 500m assessment area of the Proposed Commercial Development which may be considered as concurrent projects, and they are the planned RCHE + SCCC + Youth Hostel to the immediate west, and the planned Phase IIb residential development and Approved SSF Development in Phase III to the southeast. The concurrent projects are shown in **Figure 5.3**. According to the latest information available in the public domain, planned RCHE + SCCC + Youth Hostel and planned Phase IIb residential development was scheduled to be completed by 2023 and 2021, respectively. While the construction programme has already slipped, there is no updated information available in the public domain regarding its construction programme. As such, concurrent construction of the Proposed Commercial Development, the planned RCHE + SCCC + Youth Hostel and Phase IIb residential development cannot be ascertained at this stage. The approved SSF Development in Phase III has already commenced their works and most of its dusty construction works (mainly earthwork during foundation stage) would be completed before the construction of the Proposed Commercial Development. The potential cumulative construction air quality impact arising from the proposed development and the concurrent projects will be further reviewed and assessed when their construction programmes become available. Nevertheless, close liaison with the contractors of any potential concurrent projects to avoid overlapping of heavy or dusty construction works will be implemented to minimize the potential cumulative construction air quality impact.

5.2.7 In all circumstances, considering the close proximity of the air sensitive receivers, proper mitigation measures will be adopted in construction activities to control fugitive dust and gaseous emission. The practical mitigation measures will be incorporated into work procedures through contractual clauses with reference to EPD's Recommended Pollution Control Clauses for Construction Contracts, where applicable, good site management, and close monitoring by the resident engineers. The contractor shall be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulations. With the implementation of control measures stipulated under the Air

Pollution Control (Construction Dust) Regulation and adoption of goods site practices, no adverse air quality impact during the construction phase is anticipated.

Mitigation Measures

5.2.8 Fugitive dust and gaseous emission arising from construction activities can be effectively controlled by incorporating proper mitigation measures into work procedures through contractual clauses with reference to EPD's Recommended Pollution Control Clauses for Construction Contracts, where applicable, good site management, and close monitoring by the resident engineers. The contractor shall be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulations. With the implementation of control measures stipulated under the Air Pollution Control (Construction Dust) Regulation and adoption of goods site practices, no adverse air quality impact during the construction phase is anticipated. The recommended fugitive dust and gaseous emission mitigation measures are described below. In addition, EPD's recommended pollution control clause for construction contracts will be incorporated and required in future tender document to ensure that all relevant environmental protection and pollution control ordinances are observed and complied with. In addition, other mitigation measures to further reduce the potential air quality impacts arising from the concurrent projects may be considered if practicable, such as close liaison with the contractors to avoid overlapping of heavy/dusty works. The recommended dust mitigation measures are described below.

General Site Management

5.2.9 Appropriate working methods should be devised and arranged to minimise dust emissions and to ensure any installed control system and/or measures are operated and/or implemented in accordance with their design merits. No free falling of construction debris should be allowed, which should be let down by hoist or enclosed tunnel to the ground. Erection of higher hoarding (e.g. 3.5m or above) and relocation of dusty activities away from the nearest ASRs (e.g. ASR1) should be considered. In addition, the electric power supply should be provided for on-site machinery as far as practicable to minimize emissions.

5.2.10 A high standard of housekeeping shall be maintained. Any piles of materials accumulated on or around the work areas shall be cleaned up regularly. Cleaning, repair and maintenance of all plant facilities within the work areas shall be carried out in a manner that does not generate fugitive dust and gaseous emissions. Prior to cleaning, the materials should be handled properly to prevent fugitive dust and gaseous emission. Any exposed earth shall be properly treated by compacting or hydro seeding, within 6 months after the last construction activity.

5.2.11 Frequent mist/ water spraying should be applied on dusty areas. The frequency of spraying will depend upon local conditions such as rainfall, temperature, wind speed and humidity. The amount of water spraying should be just enough to dampen the material without over-watering which could result in surface water runoff.

Vehicles and Unpaved Site Roads

5.2.12 Dust emission from unpaved roads comes predominantly from travelling of vehicles. Areas within the site where there are regular vehicle movements should have an approved hard surface. Speed controls at an upper limit of 10km/hr should be imposed and their movements should be confined to designed roadways within the site. All dusty vehicle loads should have side and tail boards covered by tarpaulin extending at least 300mm over the edges of the side and tail boards. Wheel-wash troughs and hoses should be provided at exit points of the site.

Material Stockpiling and Handling

5.2.13 The amount of stockpiling should be minimised where possible. Construction material or debris should be covered and stored inside enclosed areas. Other control measures such as enclosed or semi-enclosed windboard should be used, where applicable, to minimise dust emission. Regular watering is needed at areas such as storage piles, where there could be potential dust emission.

5.2.14 The control measures detailed below shall also be incorporated into the Contract Specification where practicable as an integral part of good construction practices:

- Where a site boundary adjoins a road, streets or other accesses to the public, hoarding of not less than 2.4 m high from ground level should be provided along the entire length except for a site entrance or exit;
- The working area of any excavation or earth moving operation shall be sprayed with water or a dust suppression chemical immediately before, during and immediately after the operation so as to maintain the entire surface wet;
- Use of regular watering to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather;
- Use of frequent watering for particularly dusty construction areas and areas close to ASRs;
- Side enclosure and covering of any aggregate or dusty material storage piles to reduce emissions. Where this is not practicable owing to frequent usage, watering shall be applied to aggregate fines;
- Open stockpiles (if any) shall be avoided or covered. Prevent placing dusty material storage piles near ASRs;
- Any stockpile of dusty materials shall be either covered entirely by impervious sheeting; placed in an area sheltered on the top and the 3 sides; or sprayed with water or a dust suppression chemical so as to maintain the entire surface wet.
- Tarpaulin covering of all dusty vehicle loads transported to, from and between site locations;
- Establishment and use of vehicle wheel and body washing facilities at the exit points of the Site;
- Imposition of speed controls for vehicles on unpaved site roads, 8 km per hour is the recommended limit;
- Routing of vehicles and position of construction plant should be at the maximum possible distance from ASRs;
- Every stock of more than 20 bags of cement or dry pulverized fuel ash (PFA) should be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides;
- The electric power supply shall be provided for on-site machinery as far as practicable and diesel generators shall be avoided to minimize the gaseous and PM emissions;
- Locate all the dusty activities away from any nearby ASRs as far as practicable; and
- Erection of higher hoarding (e.g. 3.5m or above) at the locations with ASRs in immediate proximity (e.g. ASR1) to the project site boundary.

5.3 Construction Noise Impact

5.3.1 During the construction phase of the Proposed Commercial Development, major noise impacts would arise from piling works, operation of Powered Mechanical Equipment (PME), and construction-related traffic.

Construction Noise Criteria

5.3.2 Construction noise is controlled under the Noise Control Ordinance (NCO) which prohibits the use of powered mechanical equipment (PME) during the restricted hours (7 p.m. to 7 a.m. on normal weekdays and any time on a public holiday, including Sunday) without a valid Construction Noise Permit (CNP) from the Authority. The criteria and procedures for issuing such a permit are specified in the "Technical Memorandum on Noise from Construction Works Other than Percussive Piling" (TM1). While there is no planned construction works to be carried out during the restricted hours, TM1 should be followed in case there is any need to carry out works in such time period in future.

5.3.3 With effect from 1 November 96, the use of specified powered mechanical equipment (SPME) for carrying out construction work other than percussive piling and/ or the carrying out of prescribed construction work (PCW) within a designated area are also brought under control. The relevant technical details are provided in the "Technical Memorandum on Noise from Construction Work in Designated Areas" (TM2).

5.3.4 Percussive pilling is controlled similarly by a construction noise permit system and described in the NCO and the "Technical Memorandum on Noise from Percussive Piling" (TM3) which restrict the number of hours during which piling can be conducted. Percussive piling is prohibited between 7 p.m. and 7 a.m. and at any time on general holidays (including Sundays). Percussive piling during the daytime (i.e. between 7 a.m. and 7 p.m. on any day that is not a general holiday) may be carried out in accordance with the permitted hours and other conditions under a valid construction noise permit.

5.3.5 For construction works other than percussive piling, although TM1 does not provide control over daytime construction activities, noise limits as shown in below Table are set out in the "Practice Note for Professional Persons Environmental Consultative Committee" (ProPECC) PN 1/24 - Minimizing Noise from Construction Activities".

Table 5.2 Noise Limit for Daytime Construction Activities

NSR	0700 to 1900 Hours on Any Day Not Being a Sunday or General Holiday, Leq (30 min), dB(A)
Dwelling	75
Places of public worship, Courts of law, Hospitals and medical clinics	70
School	70 (65 during examinations)

Notes:

(i) The above standards apply to uses which rely on opened windows for ventilation;

(ii) The above standards shall be viewed as the maximum permissible noise levels assessed at 1 m from the external façade.

5.3.6 In all circumstances, future contractor will be required to exercise adequate mitigation measures to minimise potential construction noise impact on the surrounding noise sensitive uses.

Mitigation Measures

5.3.7 Sufficient noise mitigation measures should be introduced in the development to alleviate potential noise impacts on nearby NSRs. The Contractor(s) will be required under the contract to ensure regular maintenance of all plant and equipment, and that noise generation at source would be minimized and practicable noise mitigation measures would be in use. The Contractor(s) will be required to adopt quiet type construction plants (e.g. EPD's quality powered mechanical equipment (QPME) inventory), wherever practicable. Similarly, quieter method other than percussive piling will be adopted as far as practicable for any piling works subject to ground investigation result (which usually dictates the piling method). Movable noise barriers will also be erected around noisy plants in order to minimize noise generation at source. With these measures in place noise generation due to construction activities would be minimized.

5.3.8 The following general noise mitigation measures are recommended for implementation:

- Application of properly designed silencers, mufflers, acoustically dampened panels and acoustic sheds or shields, etc.;
- Use of electric-powered equipment where applicable instead of diesel-powered or pneumatic-powered equipment;
- Erecting noise enclosures/ movable noise barriers around noisy plants;
- Only well-maintained plants should be operated on-site;
- Plants should be serviced regularly during the construction programme;
- Noisy activities can be scheduled to minimize exposure of nearby NSRs to high levels of construction noise. For example, noisy activities can be scheduled for midday or at times coinciding with periods of high background noise;
- Noisy equipment such as emergency generators shall always be sited as far away as possible from noise sensitive receivers;
- Location of noise emitting plants at maximum possible distances from sensitive receivers;
- Contractual clauses for construction works; and
- Schedule of noisy operations during non-restricted hours where possible.

5.3.9 The above-mentioned noise mitigation measures, and all other relevant measures in "Recommended Pollution Control Clauses for Construction Contracts" from EPD website and ProPECC PN 1/24 will be included in the contractual clauses for the contractor(s) to follow and implement during the construction stage for construction of the Proposed Commercial Development. Furthermore, the Project Proponent will be recommended to specify the quieter construction equipment/methods in the construction contract to adopt through the preparation of a Construction Noise Management Plan (CNMP) by the successful tenderer with reference to ProPECC PN 1/24. With these measures in place, construction noise due to the Proposed Commercial Development can be minimized, and no significant noise impact is anticipated.

5.4 Water Quality and Construction Wastewater Impact

Source of Construction Wastewater

5.4.1 Construction activities would inevitably have the potential to generate wastewater and affect the nearby water quality. Works should be carried out in such a manner so as to minimise significant impacts on local water bodies.

5.4.2 No diversions of water course would be involved during the construction phase for the Proposed Commercial Development, and no major construction would be within or partially within watercourse. Yet, a section of existing nullah will be decked for access purpose. The proposed decking spanning the nullah would be around 15m. The supporting structures would be constructed at both sides of the nullah. The decking structure will then be placed onto and connected to these supporting structures, ensuring that construction activities do not encroach into the watercourse

5.4.3 Activities that are likely to cause water pollution include:

- Construction runoff and drainage;
- Sewage generated from the construction site (workforce);
- Accidental spillage of chemicals, e.g. oil, diesel, solvents etc; and
- Run-off during decking over section of existing nullah along Yau Tin East Road.

5.4.4 Construction runoff contains increased loads of sediments, other suspended solids and contaminants. Potential sources of pollution include runoff and erosion from the site surfaces, drainage channels; bentonite slurries and other grouting materials and drainage from dust suppression sprays, fuel, oil and lubricants from construction vehicles and other equipment. Pollutants such as dust and construction materials during decking over works may fall into the nullah and increase the suspended solid level in the water.

5.4.5 Mitigation measures should be incorporated to avoid and minimise potential water quality impact on the water sensitive receivers.

Water Sensitive Receivers

5.4.6 The identified Water Sensitive Receivers (WSR) located within 500m from the Proposed Commercial Development are shown in **Figure 5.2** and **Table 5.3**. The Proposed Commercial Development has direct interface with WSR01 (nullah to the southwest). The construction of the Project would likely affect the nearby WSR01 if unmitigated.

Table 5.3 Representative Water Sensitive Receivers

ID	Description	Type	Status	Separation distance from the Proposed Commercial Development (m)
WSR01	Nullah running from southeast to northwest	Nullah	Active	~5m
WSR02	Pond (Leisure) in Ying Lung Wai	Pond	Active	~310m

ID	Description	Type	Status	Separation distance from the Proposed Commercial Development (m)
WSR03	Stormwater Channel / Stream / Water Course near Kong Yau Road	Channel	Active	~245m
WSR04	Stormwater Channel / Stream / Water Course near Yuen Long Highway	Channel	Active	~320m
WSR05	Stormwater Channel / Stream / Water Course near Yuen Long Kau Hui	Channel	Active	~335m
WSR06	Stormwater Channel / Stream / Water Course near Tung Tau Tsuen	Channel	Active	~395m
WSR07	Stormwater Channel / Stream / Water Course near Long Wo Road	Channel	Active	~425m

Mitigation Measures

5.4.7 The good practice given in the Practice Notes for Professional Persons on "Construction Site Drainage" (ProPECC PN 2/24) in controlling water pollution at construction site shall be implemented during the construction phase of the Proposed Commercial Development. Soil erosion from the construction site can be minimised through good on-site management practices by implementing viable erosion control measures which should be incorporated in contract clauses. The main practices provided in the above-mentioned document (i.e. ProPECC PN 2/24) are also summarized in the following paragraphs which should be enforced to prevent unacceptable construction stage impacts and for compliance with the statutory criteria. Regular site inspections to ensure the proper implementation of the proposed mitigation measures shall be carried out.

Construction Runoff and Drainage

- Exposed soil surfaces should be protected from rainfall through, for example, by covering temporarily exposed slope surfaces or stockpiles with tarpaulin and protect temporary access roads by crushed stone or gravel;

- Exposed soil areas should be minimised to reduce the potential for increased siltation and contamination of runoff;
- Minimise the time that soil surfaces are exposed;
- Slow down water run-off flowing across exposed soil surfaces;
- Channels, earth bunds or sand bag barriers should be provided on site to properly direct surface runoff through drainage systems. Especially, the site boundary adjacent to the nullah should be provided with adequate barrier to avoid overflow of surface runoff to it;
- Oil interceptors are also recommended to be provided for stormwater drains near plant maintenance/ repair areas, where necessary.
- Manholes (including newly constructed ones) should be adequately covered or temporarily sealed so as to prevent slit, construction materials or debris from getting into the drainage system;
- Construction works should be programmed to minimise soil excavation works where practicable during rainy conditions;
- Drainage facilities must be adequate for the controlled release of storm flows;
- Sedimentation basins and sand traps designed in accordance with the requirements of ProPECC Note PN 2/24 should be installed at the construction site for collecting surface runoff. Perimeter channels at site boundaries should be provided where necessary to intercept surface runoff from outside the site. Silt removal facilities, channels and manholes should be maintained and deposited silt and grit should be removed regularly;
- There should be no direct discharge without treatment of construction site runoff into the nearby streams and public drains;
- The Contractor shall prepare a construction site drainage management plan with details of the construction phase drainage system proposed to be constructed; discharge location(s); and screening facilities;
- The Contractor(s) shall apply for a discharge licence under the WPCO and the discharge shall comply with the terms and conditions of the licence throughout the construction phase; and
- Construction works should be arranged so that there should be no disturbance to water quality at the nearby stream or nullah. Construction site runoff should be intercepted by drains so that there will be no direct discharge without treatment into the nearby stream and other sensitive areas.

Sewage Generated from Construction Site (workforce)

- Sewage generated from the construction workforce should be contained by chemical toilets before connection to public foul sewer can be provided. The number of chemical toilets required would be subject to the capacity of the chemical toilets, and contractor's practices/ work programme. The Contractor(s) will be required to provide an estimation on the amount of sewage to be generated and to provide sufficient number of chemical toilets for construction workers. The chemical toilets should be serviced and cleaned by a specialist contractor at regular intervals. No discharge of sewage into nearby environment will be allowed during construction stage. Such

requirements will be incorporated into relevant contractual clauses of this Proposed Commercial Development for proper implementation;

- Vehicle wheel washing facilities should be provided at every site exit such that mud, debris, etc. deposited onto the vehicle wheels or body can be washed off before leaving the site area;
- Section of construction road between the wheel washing bay and the public road should be paved with backfill to reduce vehicle tracking of soil and to prevent site run-off from entering public road drains; and
- If bentonite is used, bentonite slurry should be reconditioned and reused as far as practicable. Spent bentonite should be kept in a separate slurry collection system for disposal at a marine spoil ground subject to obtaining a marine dumping licence from EPD. If used bentonite slurry is to be disposed of through public drainage system, it should be treated to the respective effluent standards applicable to foul sewers, storm drains or the receiving waters as set out in the WPCO Technical Memorandum on Effluent Standards in accordance with ProPECC PN 2/24.

Accidental Spillage of Chemicals

- Spillage of fuel oils or other polluting fluids should be prevented at source. It is recommended that all stocks should be stored inside proper containers and sited on sealed areas, preferably surrounded by berms.

Run-off during decking over section of existing nullah along Yau Tin East Road

- Toe boards or bunds should be provided along the works platform near the nullah to prevent the construction materials or debris from falling into the nullah;
- Stockpiling of construction materials should be properly covered and located away from any nearby water receivers; and
- Construction debris should be covered up and/or disposed of as soon as possible to avoid being washed into the nearby water receivers.

5.5 Construction Waste Disposal

Legislations and Guidelines

5.5.1 The principal legislation controlling waste materials in Hong Kong is the Waste Disposal Ordinance (WDO) (Cap. 354) and its subsidiary regulations including Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C) and Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Other relevant ordinance includes Land (Miscellaneous Provisions) Ordinance (Cap 28) and Public Health and Municipal Services Ordinance (Cap 132) - Public Cleansing and Prevention of Nuisances Regulation. Other relevant guidelines which cover how applicant and contractor should comply with the regulations are as follows:

- Environmental Guidelines for Planning In Hong Kong (2022), Hong Kong Planning Standards and Guidelines, Hong Kong Government;
- New Disposal Arrangements for Construction Waste (1992), EPD & CED, Hong Kong Government;
- Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes (2022), EPD, Hong Kong Government;

- Works Branch Technical Circular (WBTC) No. 2/93, Public Dumps, Works Branch, Hong Kong Government;
- WBTC No. 2/93B, Public Filling Facilities, Works Branch, Hong Kong Government;
- WBTC No. 12/2000, Fill Management; Works Bureau, Hong Kong SAR Government;
- DevB TCW No. 8/2010, Enhanced Specification for Site Cleanliness and Tidiness. Development Bureau, Hong Kong SAR Government;
- WBTC No. 12/2002, Specification Facilitating the Use of Recycled Aggregates. Works Bureau, Hong Kong SAR Government;
- DEVB TC(W) No. 6/2010, Trip Ticket System for Disposal of Construction & Demolition Materials, Development Bureau, Hong Kong SAR Government;
- ETWBTC No. 19/2005, Environmental Management on Construction Sites, Hong Kong SAR Government;
- Practice Note for Authorized Persons and Registered Structural Engineers – Construction and Demolition Waste (PNAP ADV-19, also known as PN for AR&RSE No. 243);
- DEVBTCW No. 9/2011, Enhanced Control Measures for Management of Public Fill;
- A Guide to the Chemical Waste Control Scheme;
- Civil Engineering and Development Department Technical Circular No. 11/2019: Management of Construction and Demolition Materials;
- Buildings Department Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (APP-114): Waste Minimization – Provision of Fitments and Fittings in New Buildings;
- Buildings Department Practice Notes for Registered Contractors (PNRC 17): Control of Environmental Nuisance from Construction;
- CEDD Project Administration Handbook for Civil Engineering Works; and
- Monitoring of Solid Waste in Hong Kong 2024.

Construction Waste Impact

5.5.2 Construction activities for the Proposed Commercial Development will generate waste materials requiring appropriate management and disposal. Likely range of waste types includes:

- C&D materials;
- General refuse generated by the workforce; and
- Chemical and oily wastes due to maintenance of equipment.

C&D Materials

5.5.3 C&D materials comprise mainly of unwanted materials, including surplus materials arising from excavations that are generated from the works (e.g. site clearance, demolition works of substructure and site formation works). Inert soft C&D materials comprise of soil, sand, clay, slurry, etc., while hard C&D materials comprise of crushed concrete, asphalt, rock, etc. The amount of non-inert C&D materials generated during site clearance would be minor (as there is little vegetation at the Subject Site). C&D materials may comprise different types of materials, including:

- Non-inert C&D materials (e.g. bamboo, timber, paper, metal, glass, plastic, packaging wastes, etc.) decompose and are not suitable for land reclamation. Non-inert C&D materials should be reused or recycled as far as possible. For those

non-inert C&D materials that cannot be reused or recycled should be disposed of at landfill as last resort;

- Inert C&D materials do not decompose (e.g. soil, rock debris, rubble earth, concrete, etc.) and is suitable to reuse as filling materials for land reclamation and site formation. Inert C&D materials could be reused on-site as filling materials. For those inert C&D materials that cannot be reused should be disposed at a Public Fill Reception Facilities.

5.5.4 The general waste management strategy is to avoid waste generation in the first place. If that is unavoidable, source reduction and segregation should be exercised as far as practicable and at the same time, recycling and reuse should be adopted to salvage as much as possible all the recyclable and reusable materials.

Waste Impact

5.5.5 Without any handling arrangement/ control measures in place, the storage, handling and disposal of general refuse have the potential to give rise to some environmental impacts. These include odour and hygienic problem if waste is not collected frequently, windblown litter, water quality impacts if waste enters water bodies, and visual impact. Chemical wastes arising during the construction phase may pose environmental, health and safety hazards if not properly labelled, packaged, handled, stored and disposed of in an appropriate manner. C&D material of different types may be mixed together, thus not possible to recycle C&D material subsequently and increase burden to landfill facilities.

5.5.6 As there is no proposed basement in the project, the implementation of the project will not involve any excavation work for the basement. According to the "Reduction of Construction Waste Final Report, the C&D materials generation rate of 0.1m^3 per 1m^2 of GFA. A total of C&D material of 1,760 m^2 (~0.15 m^3 per 1m^2 of GFA) is derived for this project with a conservative assumption. It is estimated that about 1,584 m^3 of inert C&D material and 176 m^3 of non-inert C&D material will be generated during superstructure construction. Adequate areas for sorting and storage of segregated materials should be provided onsite. Construction wastes shall be sorted, with the inert C&D material broken up into small pieces for disposal at public fill reception facility, and the non-inert C&D material should be disposed of at landfill.

5.5.7 To estimate the general refuse generated during construction phase, an assumption of 30 workers per day with 0.65 kg per worker per day has been made. **Table 5.4** presents the estimation of waste generated during construction phase.

Table 5.4 Summary Table of Estimated Waste during Construction Phase

Waste Material	Total Quantity Generated	Handling	Disposed offsite/reused and quantity
Inert C&D Material	~1,584 m^3	Sorted into inert C&D material and delivered to public fill reception facilities	~1,584 m^3 to be delivered to public fill reception facility (i.e. Tseung Kwan O Area 137 Fill Bank)

Waste Material	Total Quantity Generated	Handling	Disposed offsite/reused and quantity
Non-Inert C&D Material	~176 m^3	Collected and segregated where practicable, and collected by/delivered to recycler	~31 m^3 to be collected by/delivered to recycler ~145 m^3 to be disposed of at designated landfill site (i.e. West New Territories Landfill)
General Refuse	~20 kg per day	Collected using adequate containers/bins for recyclable and non-recyclable wastes and provide onsite collection point for collection	Non-recyclable general refuse to be collected by refuse collection vehicle and disposed of at designated landfill site (i.e. West New Territories Landfill) Recyclable general refuse to be collected by/delivered to recycler
Chemical Waste	Anticipated to be limited (around some hundred litres at most)	Collected by licensed collectors	Chemical Waste Treatment Centre or equivalent

Note: The above estimated quantities are subject to the detailed design stage.

Waste Management Measures

5.5.8 The various waste management options are categorised in terms of preference from an environmental viewpoint. The options considered to be most preferable have the least environmental impacts and are more sustainable in the long term. The hierarchy is as follows. The waste management strategy is to avoid waste generation in the first place (i.e. in descending preference of the list below).

- Avoidance and reduction;
- Reuse of materials;
- Recovery and recycling; and
- Treatment and disposal.

5.5.9 The following section describes the best management practices in construction site to avoid or further reduce the potential environmental impacts associated with the handling, collection and disposal of construction and chemical wastes arising from the construction of the Proposed Commercial Development.

5.5.10 Contractor will be required to develop and implement a proper waste management plan (WMP) according to the PNAP ADV-19. The WMP should include designation of areas for the segregation and temporary storage of materials for future use or recycling, the hierarchy for waste management on and off-site as well as a complete list of mitigation measures for handling excavated materials.

5.5.11 It will be the contractor's responsibility to ensure that only reputable licensed waste collectors are used and that appropriate measures to reduce adverse impacts, including windblown litter and dust from the transportation of these wastes, are employed. In addition, the contractor must ensure that all the necessary permits or

licences required under the Waste Disposal Ordinance are obtained for the construction phase.

5.5.12 It can be achieved through careful planning of works method and material consumption before ordering of materials. Material should be properly stored and protected to reduce damage and contamination to reduce waste generation as well. Non-timber formwork, or used timber, instead of virgin timber, should be adopted where possible.

5.5.13 If that is unavoidable, source reduction and segregation should be exercised as far as practicable and at the same time, recycling and reuse should be adopted to salvage as much as possible all the recyclable and reusable materials.

5.5.14 To minimize the generation of yard waste, the applicant and its contractor should avoid unnecessary removal or excessive pruning of trees, preserve trees in their original locations and implement tree transplanting when on-site preservation is not feasible. Also, yard waste and shred wood should be sorted in the designated area for recycling and reuse. Yard waste should be reused on-site for a variety of purposes (e.g., decomposition and composting, recreational and decorative uses, and mulching in planting areas, etc.) before recycling and disposal. The Applicant and its contractor will consider if any yard waste is appropriate to send to Y-Park for recycling prior to disposal at the designated landfill site. Where appropriate, the yard waste should be cut and shred in order to meet the collection requirement of the recycling outlet for processing. Guidance Notes on Tree Preservation and Removal Proposal for Building Development in Private Projects - Compliance with Tree Preservation Clause under Lease, relevant guidelines posted by EPD through EPD website and Y Park website will be followed during the yard waste handling.

5.5.15 On-site sorting of C&D materials will be recommended. On-site sorting can be achieved by avoiding the generation of "mixed waste" through good site control. Waste generated by construction activities should be sorted into inert C&D materials and non-inert C&D materials. Adequate areas for sorting and storage of segregated materials should be provided onsite. The inert C&D materials which comprise soil, rock, concrete, brick, cement plaster/mortar, inert building debris, aggregates and asphalt shall be reused in site formation works (such as backfilling).

5.5.16 Used timber in good condition will be reused in other contract and construction site of the contractor to reduce the amount of timber wastes.

5.5.17 Surplus inert construction material and other non-inert C&D materials which comprises metal, timber, paper, glass, etc. shall be recycled. Recycle bins should be provided onsite and workers should be trained and encouraged to segregate recyclable and non-recyclable wastes upon disposal.

5.5.18 Any unused chemicals and those with remaining functional capacity should be recycled as far as possible. Chemical waste will be handled in accordance with the Code of Practice on the Packaging, Handling and Storage of Chemical Wastes.

5.5.19 Chemical and oily wastes generated from the construction activities, vehicle and plant maintenance and oil interceptors should be disposed of as chemical waste in strict compliance with the Waste Disposal (Chemical Waste) (General) Regulations. Any person who produces or causes to produce chemical waste is required to register with EPD. The Applicant and its contractor will duly follow the requirement and register with EPD as a chemical waste producer.

5.5.20 For general refuse (including food waste, paper, plastic bottles and aluminium cans, etc.), mitigation measures should include provision of a collection area where waste

can be sorted, stored and loaded prior to removal from the site. Recyclable materials (i.e. paper, plastic bottles and aluminium cans) will be separated for recycling, in order to reduce the amount of general refuse to be disposed of at landfill.

5.5.21 The removal of general refuse from the site will be arranged on a daily basis or at least on every second day to minimize any potential odour impacts. Disposal of general refuse is recommended before foreseeable inclement weather such as typhoon or heavy rain.

5.5.22 The Applicant and its contractor will consider if recycling of food waste is practicable during the construction phase.

5.5.23 Non-recyclable waste will be disposed of at landfills.

5.5.24 Chemical and oily wastes generated from the construction activities, vehicle and plant maintenance and oil interceptors should be disposed of as chemical waste in strict compliance with the Waste Disposal (Chemical Waste) (General) Regulations.

5.5.25 Waste disposal from construction site is subject to control under the Waste Disposal Ordinance.

5.5.26 The Applicant and its contractor will consider to use dump trucks equipped with GPS or an equivalent system for tracking the delivery of inert and non-inert C&D material from the site to the designated disposal location. The trip-ticket system and other measures for transportation, storage and collection of waste, such as using trucks with cover or enclosed containers for waste transportation will be implemented.

5.6 Land Contamination Review

5.6.1 The Phase IIa Development Site is located to the immediate south of Castle Peak Road – Yuen Long and bounded by Yau Tin East Road to the southwest. It is mainly paved and occupied by temporary structures and existing trees. The historic and current land uses are discussed below.

Historic and Current Land Uses

5.6.2 Historic aerial photos taken in year 1924, 1949, 1964, 1972, 1980, 1990, 2000, 2005, 2010, 2015, 2020 and 2023 are shown in **Appendix 5.1**. The Phase IIa Development Site is generally composed of rural land in year 1924 to 1949. In year 1964, the other portion remained unchanged while the northeastern portion of site was under excavation. In year 1972, the northeastern portion of site were paved with some temporary structures. In year 1980 to 1990, the site was generally paved with some temporary structures. In year 2000, the site was used for open-air carpark. In year 2005, the northern part of the site was used as the carpark and the site office. In year 2010 to 2020, the site was used as the site office. Since year 2023, the site was used for site office.

Table 5.5 Land Use Summary on the Phase IIa Development Site

Year	Land Use / Description	Owner / Occupier	Source of Information	Off-site Property Affected?
1924	The Phase IIa Development Site was rural lands.	No information available	Aerial photos from Lands Department	No
1949	The Phase IIa Development Site was rural lands.	No information available	Aerial photos from Lands Department	No

Year	Land Use / Description	Owner / Occupier	Source of Information	Off-site Property Affected?
1964	The northeastern portion of the Phase IIa Development Site was under excavation. The other part remained unchanged with rural lands.	No information available	Aerial photos from Lands Department	No
1972	The northeastern portion of Phase IIa Development Site was paved with temporary structures.	No information available	Aerial photos from Lands Department	No
1980	The majority of Phase IIa Development Site was paved with temporary structures.	No information available	Aerial photos from Lands Department	No
1990	The majority of Phase IIa Development Site was paved with temporary structures.	No information available	Aerial photos from Lands Department	No
2000	The majority of the site was used for open-air carpark.	No information available	Aerial photos from Lands Department	No
2005	The northern portion of the Phase IIa Development Site was used for carpark and site office.	No information available	Aerial photos from Lands Department	No
2010	The Phase IIa Development Site was used for site office.	No information available	Aerial photos from Lands Department	No
2015	There is no change of landuse comparing to year 2010.	No information available	Aerial photos from Lands Department	No
2020	There is no change of landuse comparing to year 2015.	No information available	Aerial photos from Lands Department	No
2023	The Phase IIa Development Site was used for site office.	No information available	Aerial photos from Lands Department	No

Information from Government Departments

5.6.3 Apart from the historic aerial photos, the following Hong Kong Special Administrative Region (HKSAR) Government Departments have been enquired on the latest update on the availability of land use status and records of land contamination and/or spillage of the Phase II Development Site. The summary of correspondence is tabulated in **Table 5.6** below. Copy of letters which the Consultant sent to various Government Departments and relevant replies are shown in **Appendix 5.2**.

5.6.4 Building Records Access and Viewing On-line (BRAVO) of Buildings Departments (BD) was visited in October 2024 to obtain records for completed private buildings. There is neither records of building, structure, drainage, alternation & additions, site formation, minor works nor any existing building available at the Phase IIa Development Site. The captured screen of BRAVO is provided in **Appendix 5.3**.

5.6.5 The Consultant visited the Town Planning Board Statutory Planning Portal 3 to obtain records for land use zoning. The website as of 15 July 2025 has confirmed that the Phase IIa Development Site falls within an area zoned "Comprehensive Development Area" ("CDA") on the Draft Yuen Long OZP (No. S/YL/28).

5.6.6 As advised by Fire Services Department (FSD), neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the Phase II Development Site.

5.6.7 As advised by Environmental Protection Department (EPD), the Consultant visited the territory-wide register of chemical waste producers (CWPs) maintained at EPD's Territory Control Office. There are no valid registry records of chemical waste producer within the Phase II Development Site according to the register record as of 6 November 2024.

5.6.8 The Consultant has consulted Planning Department (PlanD), and they advised that it is not under their purview to provide input on the land contamination information.

Table 5.6 Enquiries and Responses on Land Contamination Related Records in the Phase II Development Site

Consultant's Letter Ref.	Department	Response Letter Ref.	Response Date	Summary
SHKCDA12EI02_0_0011L.24	Environmental Protection Department	EP910/E6/1	30/10/2024	There is no record of chemical spillage accident and submission relating to land contamination assessment at the Phase II Development Site in the past five years. A visit to the Territorial Control Office for chemical waste producer registry inspection was performed. According to the register record as of 6/11/2024, no record is found at the Phase II Development Site.
SHKCDA12EI02_0_0012L.24	Fire Services Department	(110) in FSD GR 6-5/4RPt.55	18/10/2024	Appointment letter from client to be provided for record.
		(149) in FSD GR 6-5/4RPt.55	31/10/2024	Neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the Phase II Development Site.
SHKCDA12EI02_0_00013L.24	Planning Department	PDYL 5/7/116-52	24/10/2024	No under their purview to provide input on the land contamination information.
SHKCDA12EI02_0_00014L.24	Lands Department	-	31/10/2024	No concerned information relating to land contamination issues for the Phase II Development Site. The proposed land exchange application is handled by Land Supply Section.

Discussion and Observation

5.6.9 Based on the above, the desktop review of historic information indicated that the Application Site was characterized by a mixture of rural landscape and farmland. Major changes of land use status in the area were observed around year 1972 and 2023. The

Phase IIa Development Site has been used as a temporary carpark with some temporary structures. The majority of the Site is used as the construction site office and temporary structures.

5.6.10 Site Visit was conducted in November 2024. Photo record for the Application Site was shown in **Appendix 5.4**. It is observed that the Application Site was occupied with temporary structure and other than the pave area, there is vegetation covered generally.

5.6.11 There was no sign of obvious/ suspected contamination such as oil staining, abnormal odour, distress vegetation, dangerous goods storage and/ or chemical storage based on the desktop research and observation.

5.6.12 It is therefore considered that the risk of land contamination problem arising from the historical and existing use is unlikely, and that the temporary structures related to historical and existing land use are not considered associated with land-contaminating activities, based on the observations from site visit, desktop review of historic information and was no sign of obvious/ suspected contamination from relevant departmental records. Further investigation of potential land contamination problem is not considered necessary.

5.7 Conclusion

5.7.1 Potential environmental impacts arising from construction activities of the Proposed Commercial Development, including air quality, construction wastewater, noise and waste impacts have been assessed. Potential environmental impacts are anticipated to be insignificant with the implementation of effective environmental mitigation measures. In conclusion, it is envisaged that construction phase environmental impacts arising from the Proposed Commercial Development would be insignificant.

5.7.2 According to the historical and existing use observed in site survey, the risk of land contamination problem is unlikely. Further investigation of potential land contamination problem is not considered necessary.

6. CONCLUSION

6.1.1 Environmental noise, air quality, water quality and construction phase environmental impacts have been evaluated in this study.

6.1.2 The Proposed Commercial Development will not rely on openable window for ventilation purpose. Environmental noise impact on the development will not be a concern.

6.1.3 Maximum permissible sound power level of future noisy facilities of the Proposed Commercial Development has been deduced so that it can be followed in subsequent stages of the design to ensure compliance with HKPSG requirement and assure no adverse noise impact on any surrounding noise sensitive use.

6.1.4 According to findings of the air quality impact assessment, adequate buffer separation is allowed from identified emission source. No adverse odour impact is anticipated based on the odour surveys and assessments. It is anticipated that the Proposed Commercial Development would not be subject to adverse air quality and odour impacts.

6.1.5 In addition, the Proposed Commercial Development is generally non-environmental polluting in nature (i.e. the Proposed Commercial Development would not generate air quality impact on the surrounding ASRs).

6.1.6 Potential environmental impacts arising from construction activities of the Proposed Commercial Development, including dust and gaseous emission, construction wastewater, noise and waste impacts have been qualitatively assessed. Potential environmental impacts are anticipated to be insignificant with the implementation of effective environmental mitigation measures.

6.1.7 According to the historical and existing use observed in site survey, the risk of land contamination problem is unlikely. Further investigation of potential land contamination problem is not considered necessary.

6.1.8 With the implementation of the water quality mitigation measures, no adverse water quality impacts during construction and operation phase would be anticipated.

6.1.9 In conclusion, it is envisaged that environmental impacts on and arising from the Proposed Commercial Development are considered insignificant with mitigation in place.

Figures

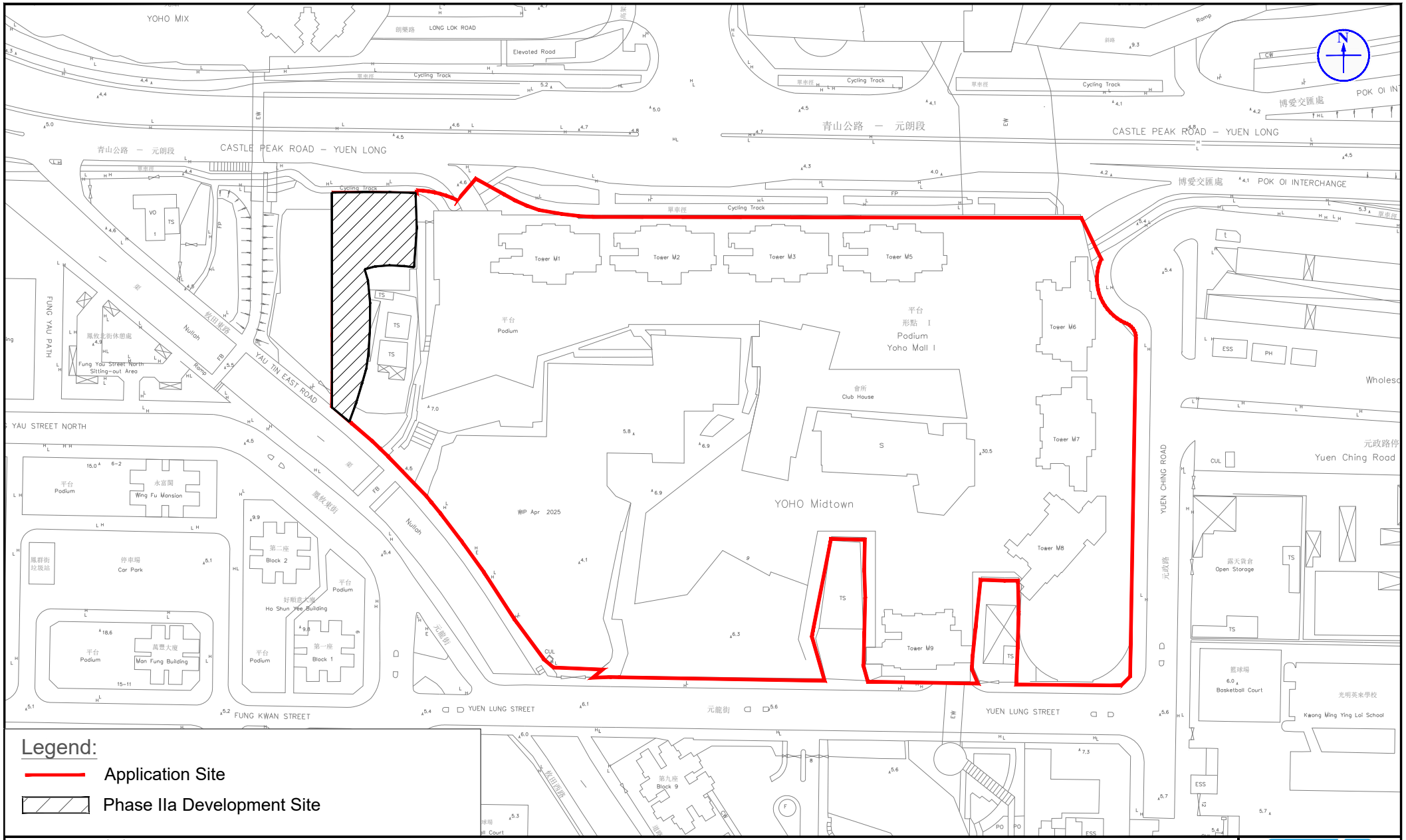

Figure:	1.1	RAMBOLL
Title:	Location of the Application Site and its Environs	Drawn by: SC
		Checked by: CC
Project:	Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.0
		Date: Jul 2025

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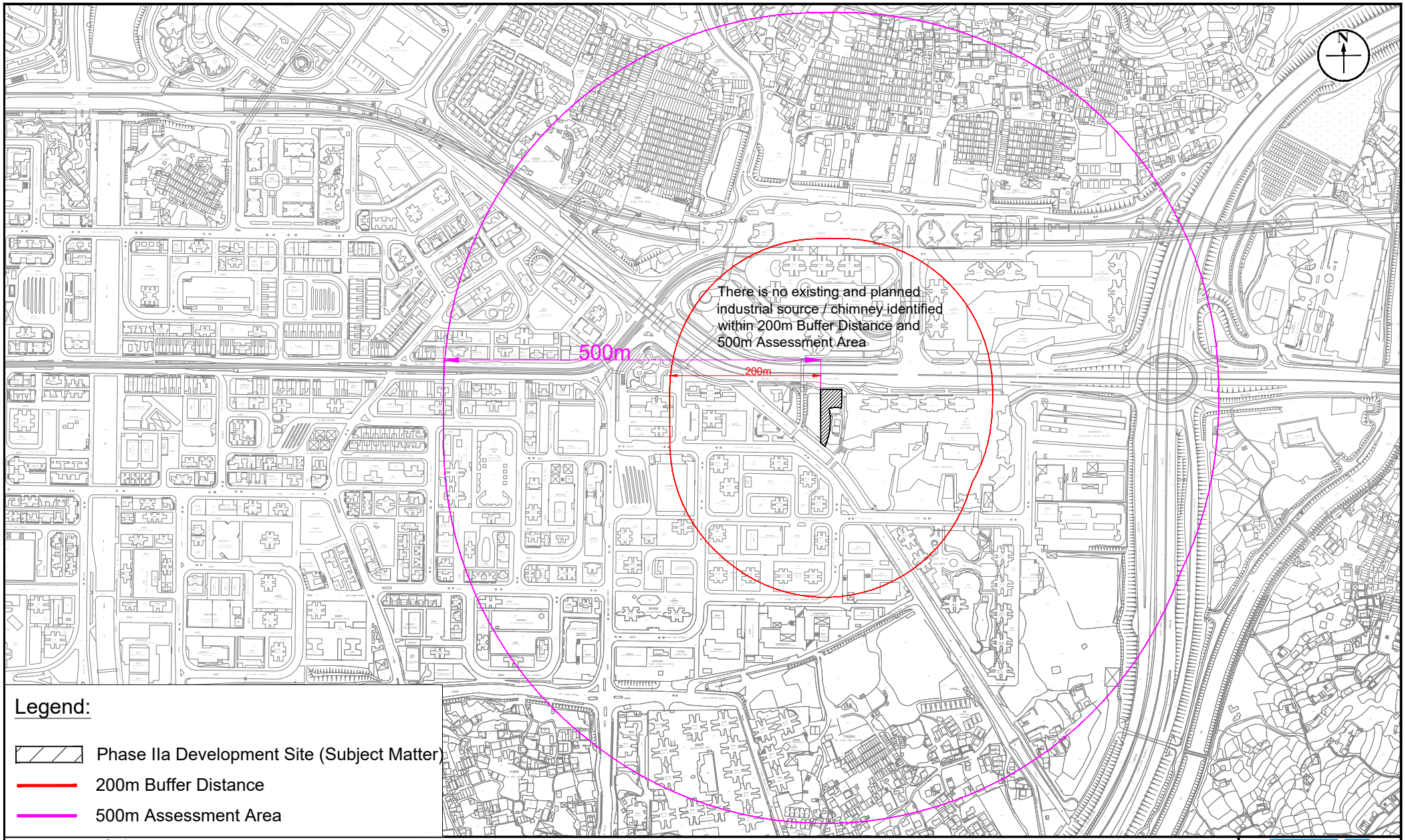

Figure:	3.1	RAMBOLL
Title:	200m Buffer Distance and 500m Assessment Area	Drawn by: SC
		Checked by: CC
Project:	Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.3
		Date: Mar 2026

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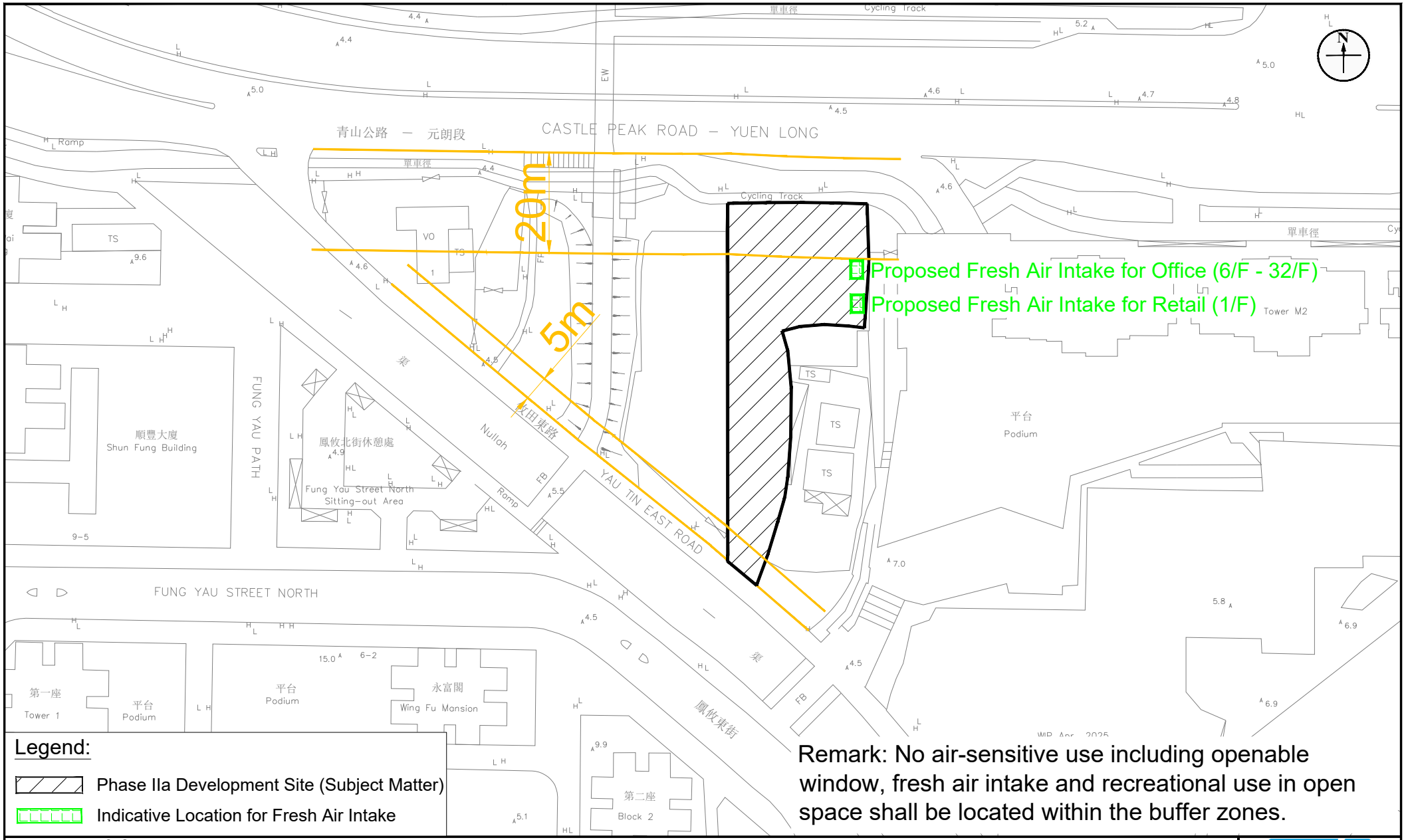

Legend:

- Phase IIa Development Site (Subject Matter)
- Indicative Location for Fresh Air Intake

Remark: No air-sensitive use including openable window, fresh air intake and recreational use in open space shall be located within the buffer zones.

Figure: 3.2	RAMBOLL
Title: HKPSG Vehicular Emission Buffer Distance for Nearby Road Network	Drawn by: SC
	Checked by: CC
Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.4
	Date: Jul 2026

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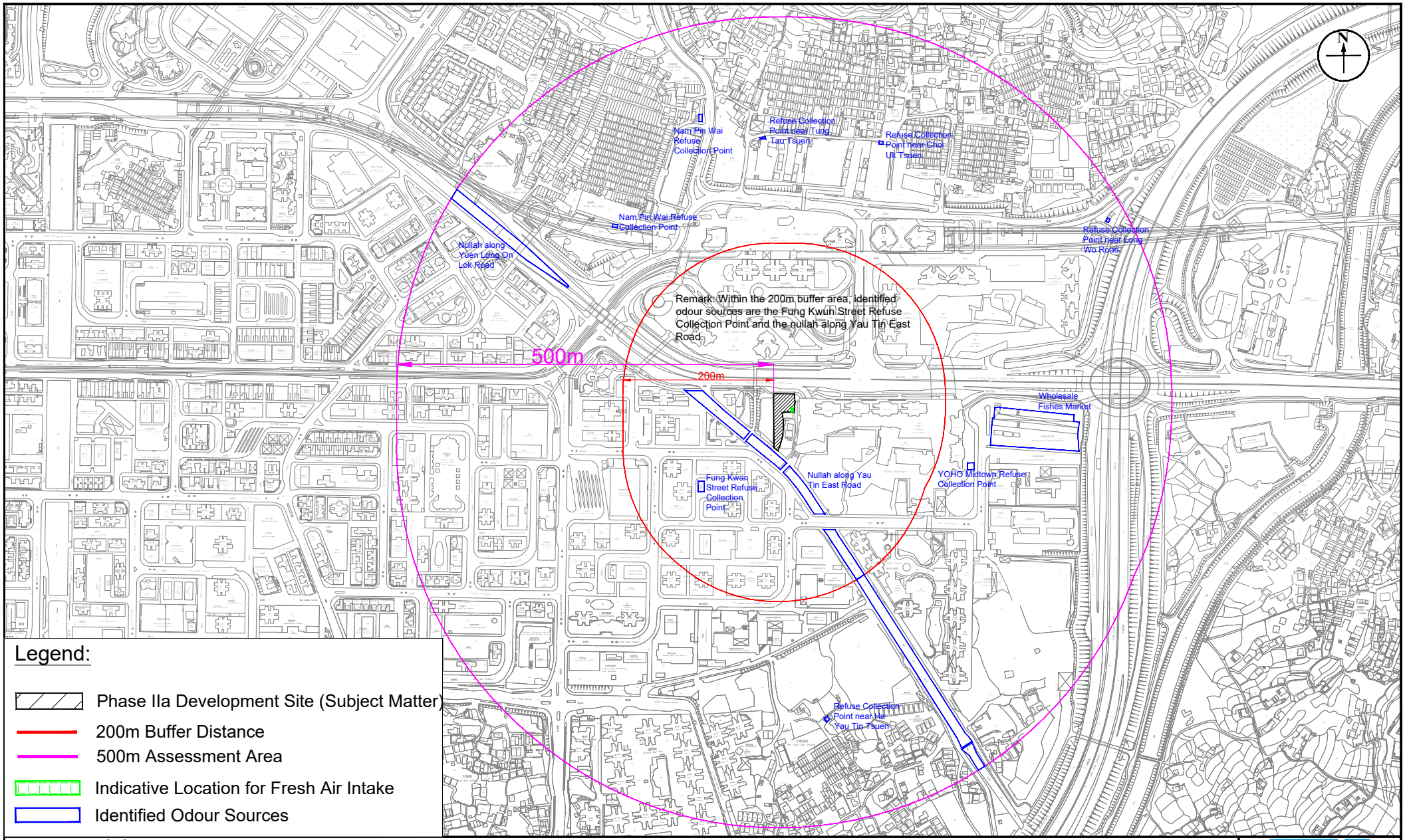

Legend:

- Phase IIa Development Site (Subject Matter)
- 200m Buffer Distance
- 500m Assessment Area
- Indicative Location for Fresh Air Intake
- Identified Odour Sources

Figure: 3.3	RAMBOLL
Title: Odour Sources Identified within 200m Buffer Distance and 500m Assessment Area	Drawn by: SC
	Checked by: CC
Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ration Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.3
	Date: Mar 2026

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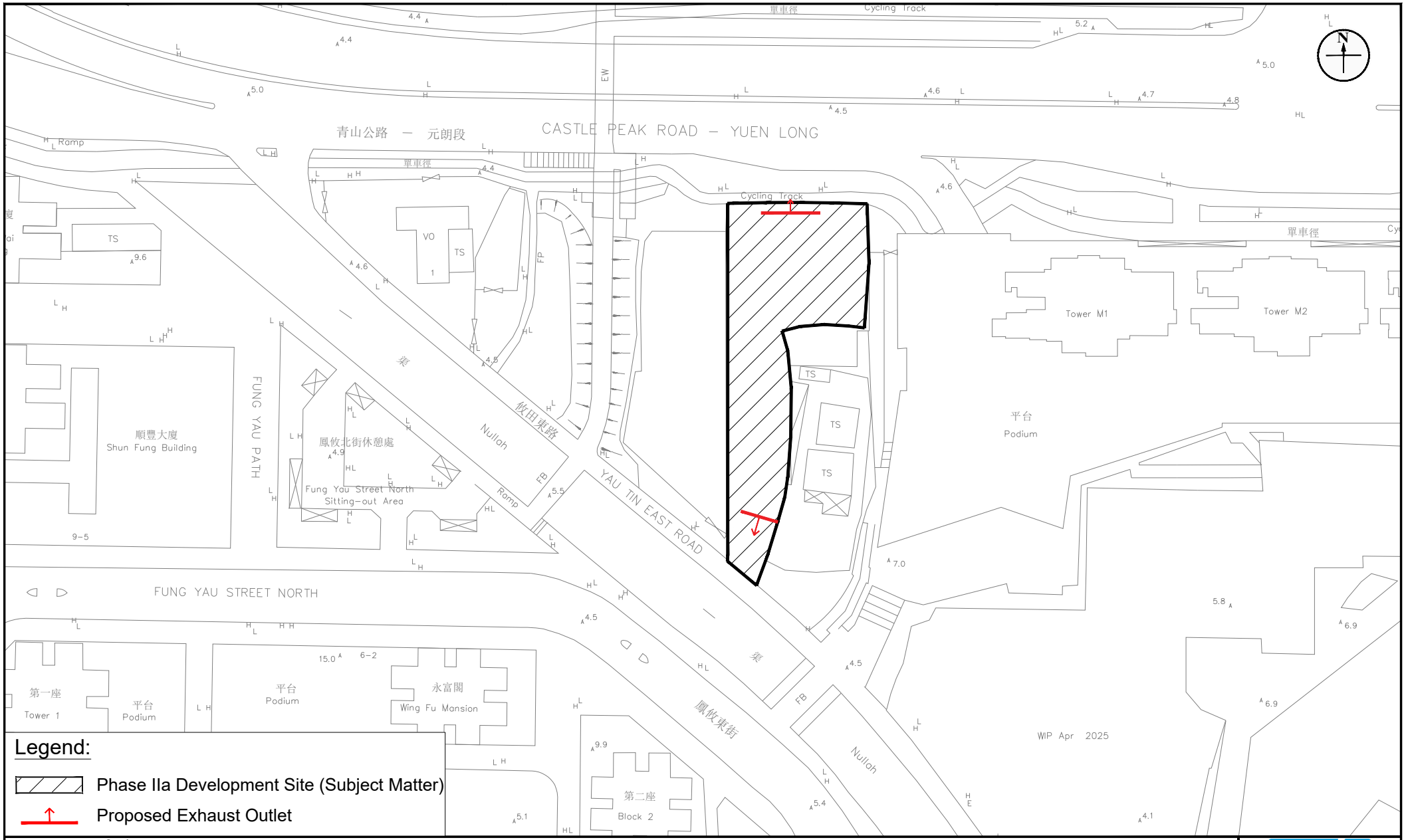

Legend:

Phase IIa Development Site (Subject Matter)

Proposed Exhaust Outlet

Figure: 3.4	RAMBOLL
Title: Indicative Location of Exhaust Outlet for Proposed Carpark	Drawn by: SC
	Checked by: CC
Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.4
	Date: Jul 2026

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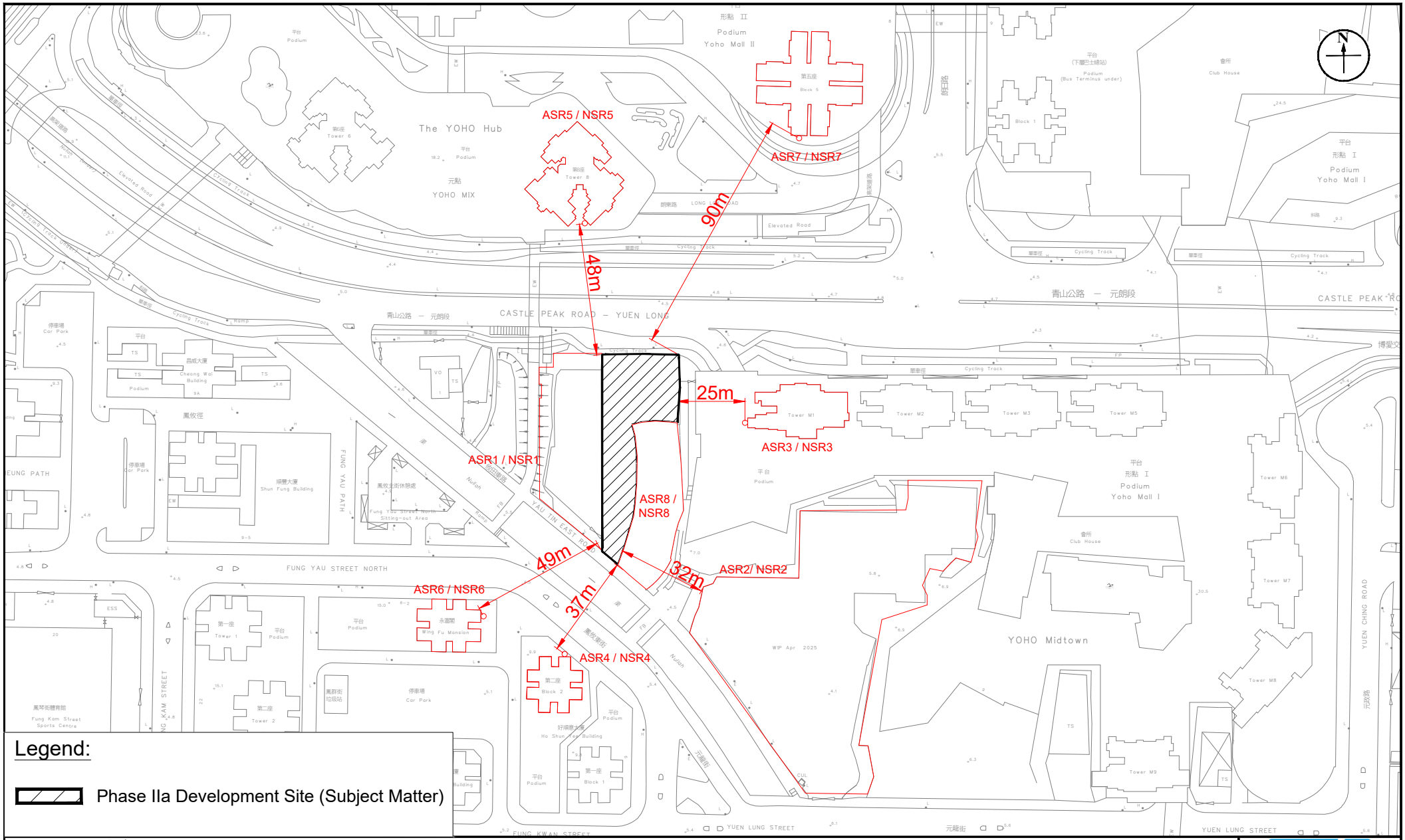

Legend:

Phase IIa Development Site (Subject Matter)

Figure: 5.1		RAMBOLL
Title: Representative Air and Noise Sensitive Receivers in the Surrounding		Drawn by: SC
		Checked by: CC
Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)		Rev.: 1.0
		Date: Jul 2025

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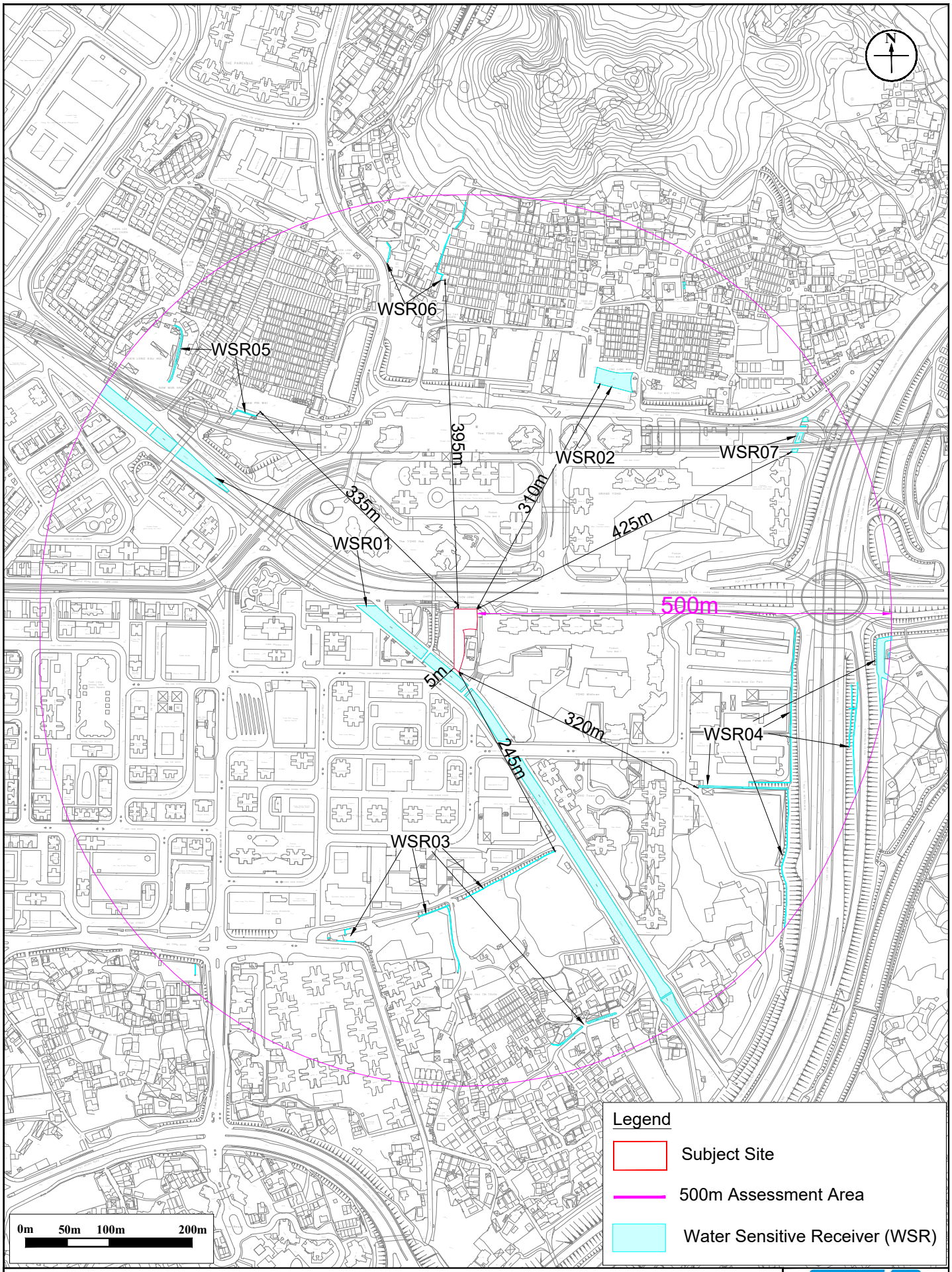

Figure: 5.2	RAMBOLL
Title: Representative Water Sensitive Receivers in the Surrounding	Drawn by: GW
	Checked by: CC
Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.0
	Date: Jul 2025

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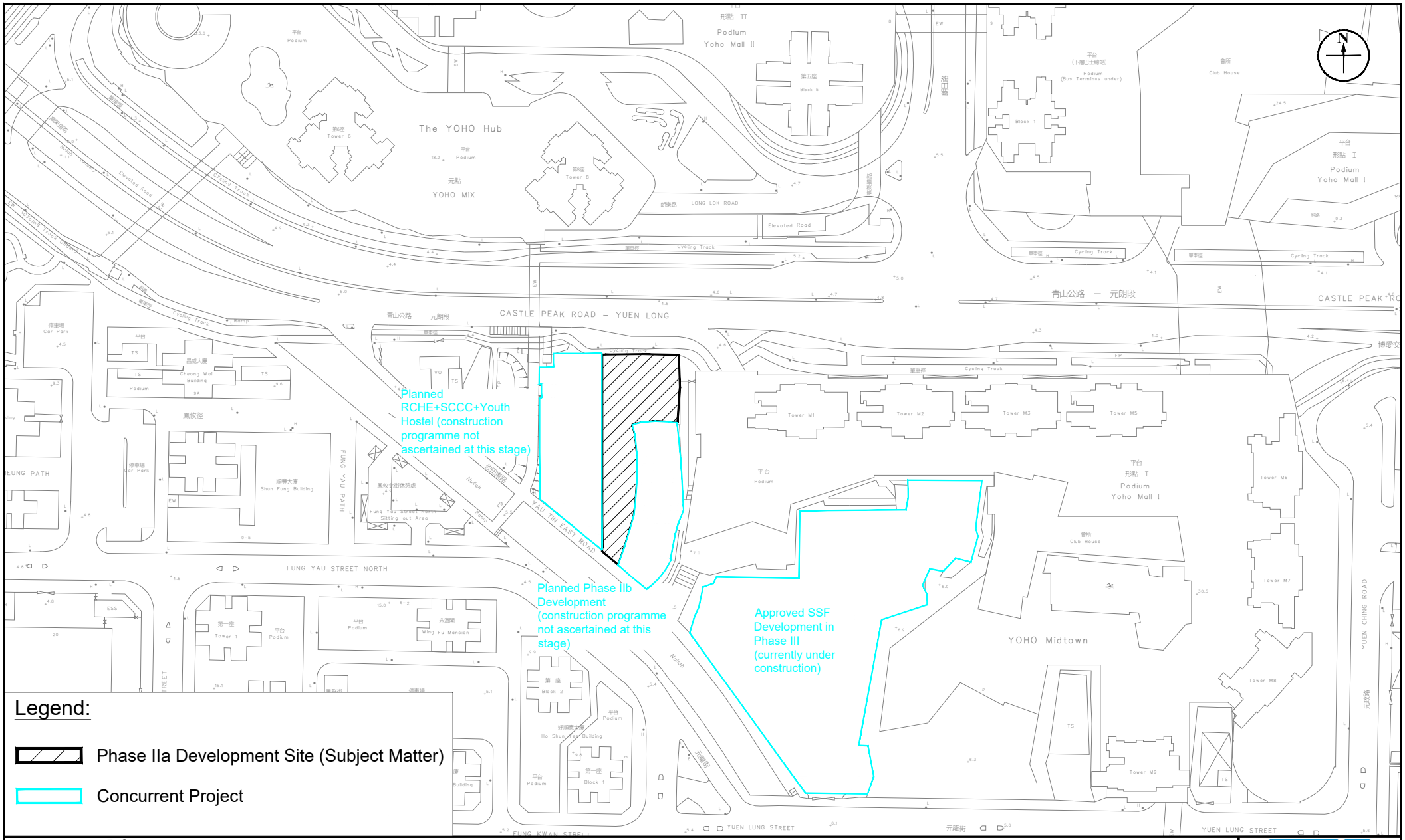

Figure: 5.3		RAMBOLL
Title: Concurrent Projects		Drawn by: SC
		Checked by: CC
Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)		Rev.: 1.2
		Date: Aug 2025

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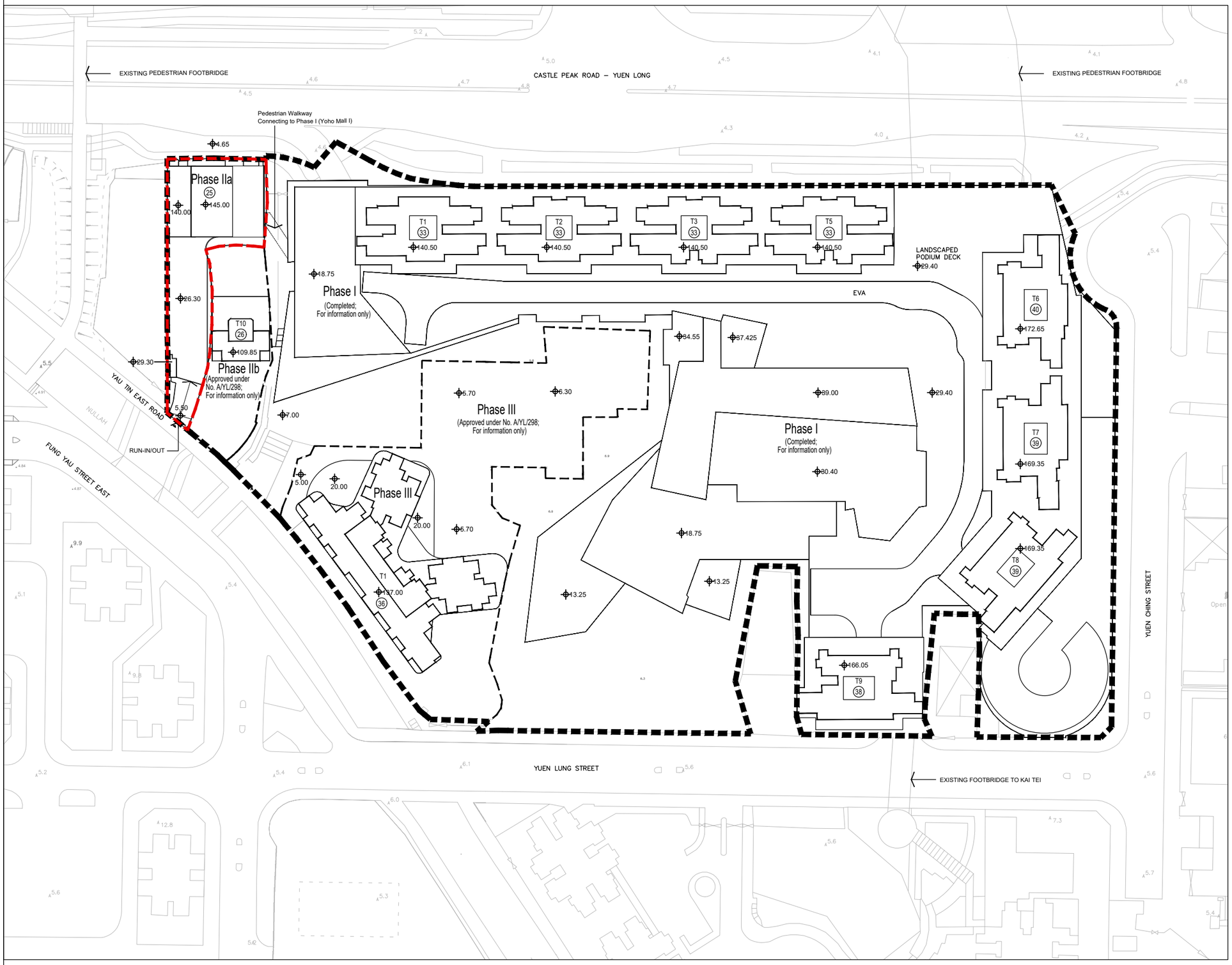
Appendix 1.1 Indicative Master Layout Plan, Floor Plans and Sections of the Proposed Development



N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD (Main Roof)
- (36) No. of Commercial / Office / Retail / Residential Floors

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

SUN HUNG KAI
ARCHITECTS AND ENGINEERS LIMITED
SUN HUNG KAI CENTRE, WANCHAI, HONGKONG
TEL. 28278111 FAX. 28272884

Title

INDICATIVE MASTER LAYOUT PLAN

Rev.	Date
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Scale	Figure
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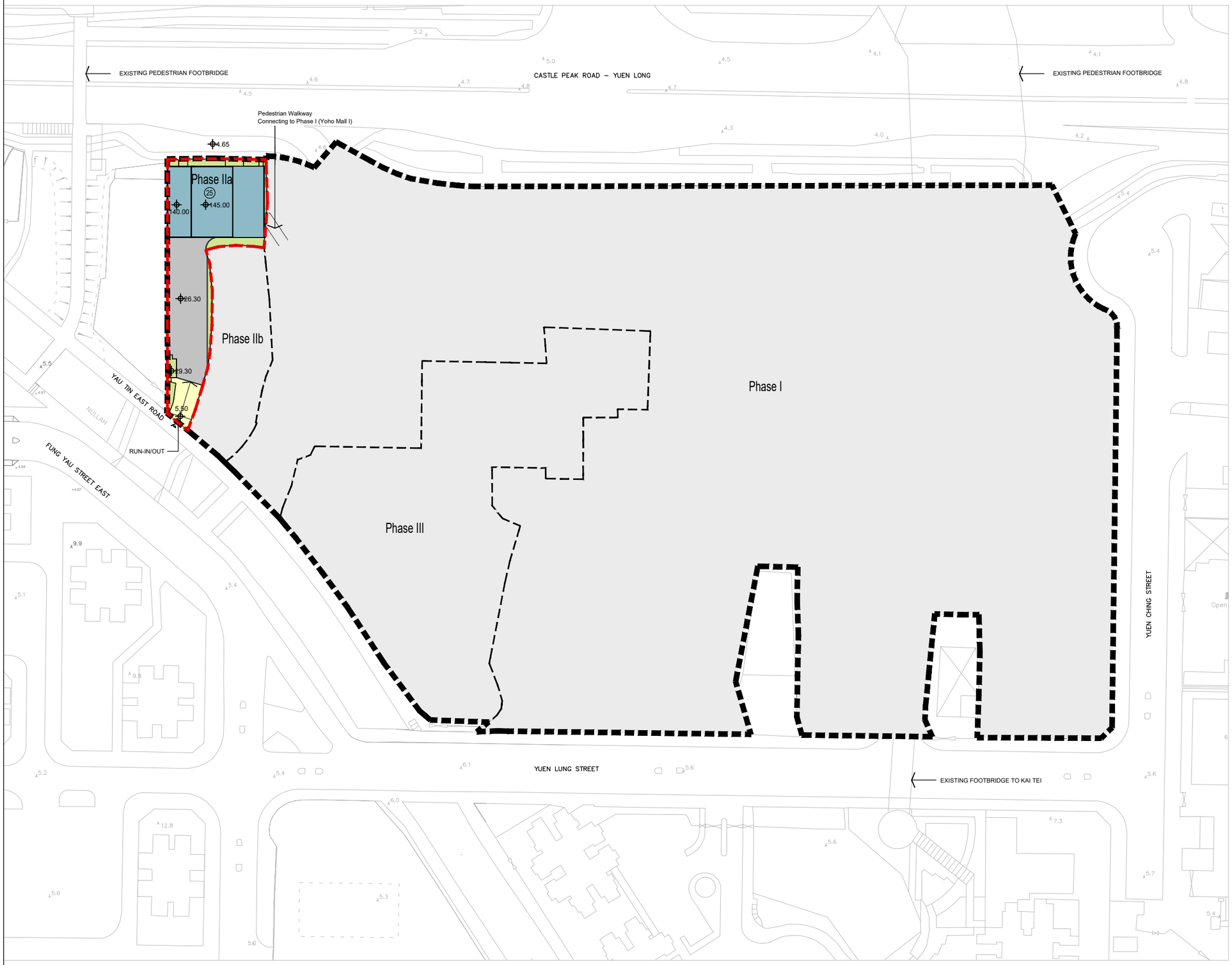

N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD (Main Roof)
- (36) No. of Commercial / Office / Retail / Residential Floors

REMARKS:

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SUN HUNG KAI
ARCHITECTS AND ENGINEERS LIMITED
SUN HUNG KAI CENTRE, WANCHAI, HONGKONG
TEL. 28278111 FAX. 28272884

Title

INDICATIVE MASTER LAYOUT PLAN

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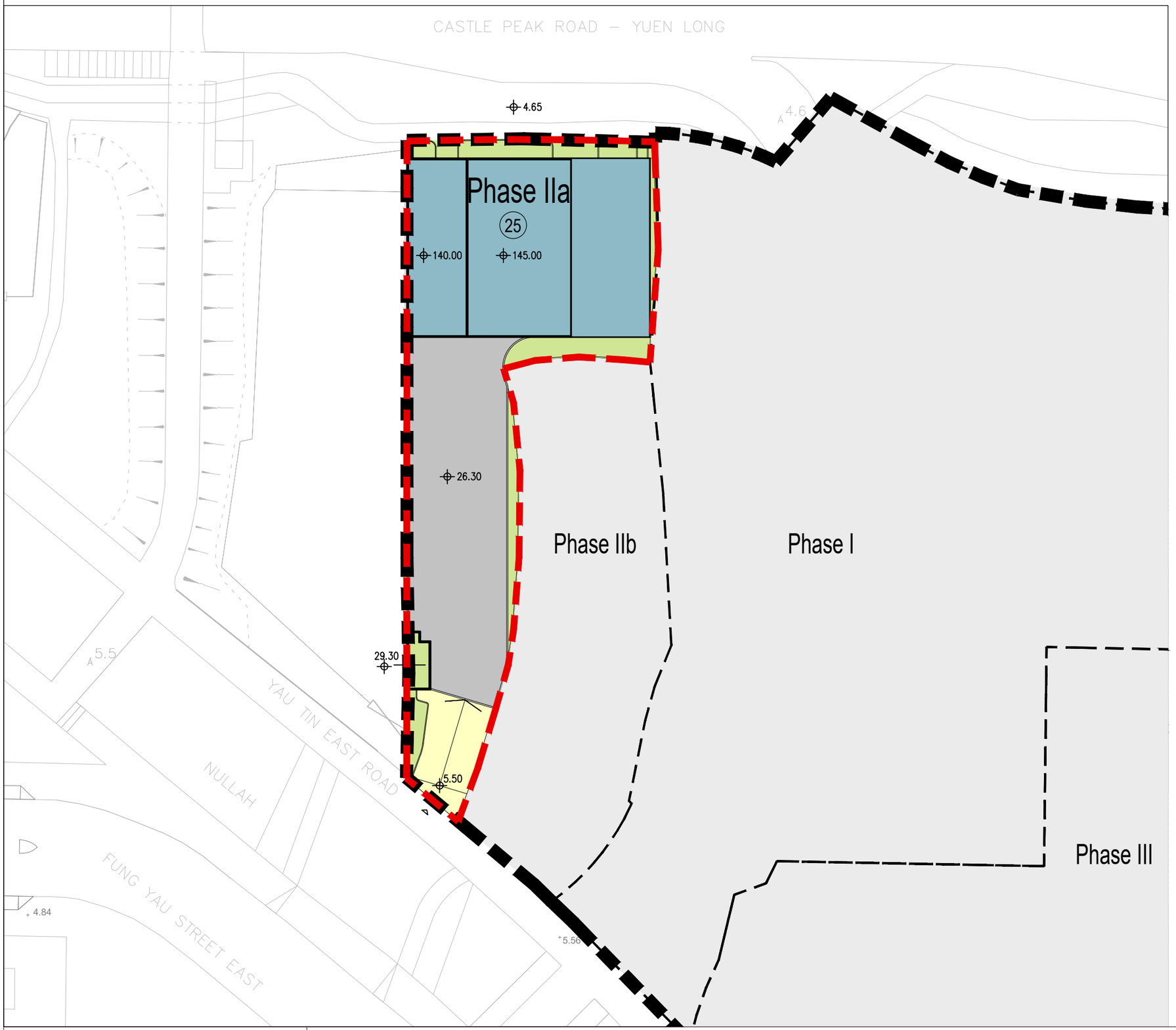

N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Landscape / Uncovered Area
- EVA / Uncovered Driveway / Uncovered L&UL
- Carpark/ Loading & Unloading / Covered Driveway

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

SUN HUNG KAI
ARCHITECTS AND ENGINEERS LIMITED
SUN HUNG KAI CENTRE, WANCHAI, HONGKONG
TEL. 28278111 FAX. 28272884

Title

INDICATIVE MASTER LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale 1:450 @A3	Figure 03

N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Landscape / Uncovered Area
- EVA / Uncovered Driveway / Uncovered L&UL
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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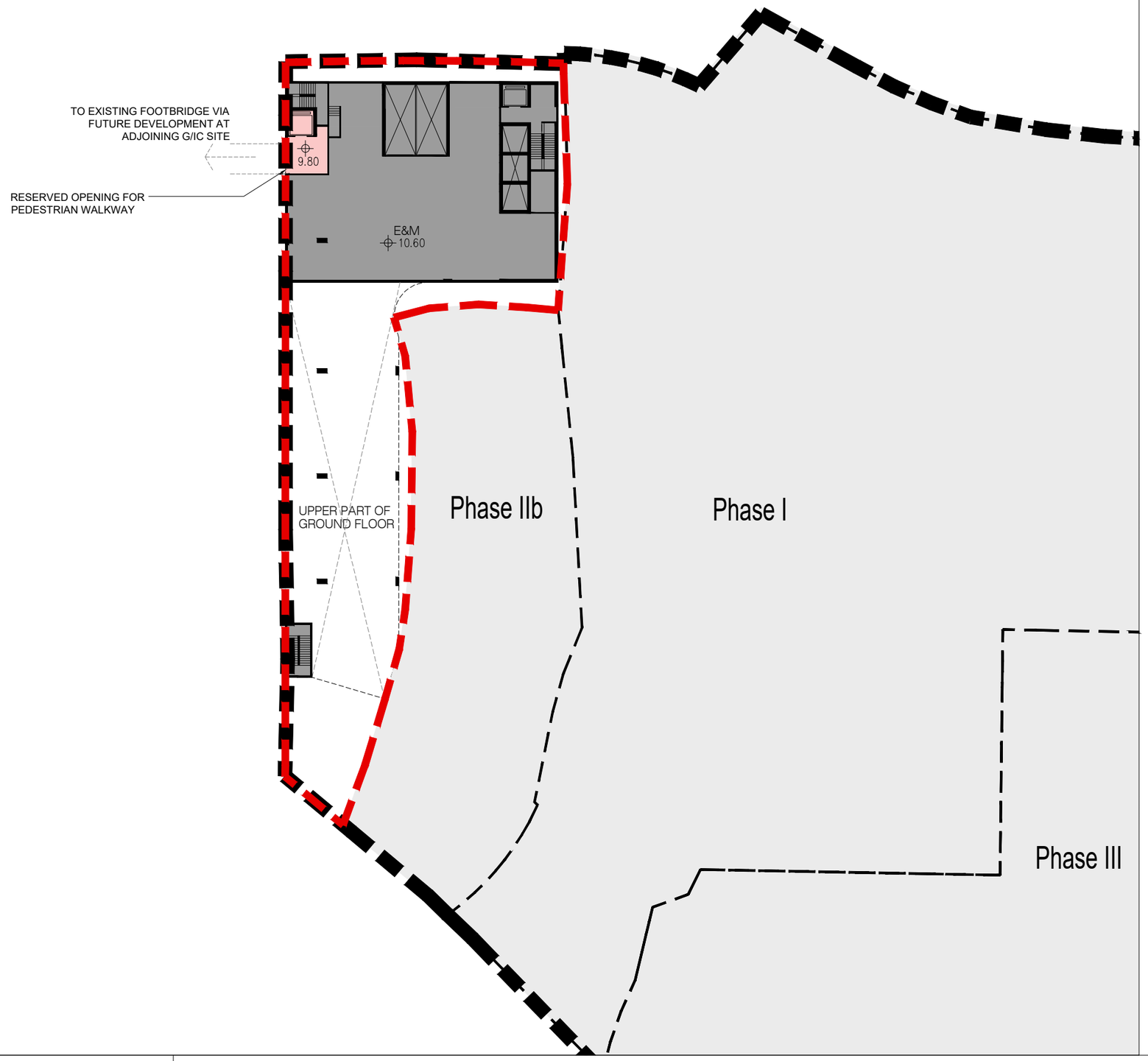
Title

INDICATIVE GROUND FLOOR LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	04



N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Retail
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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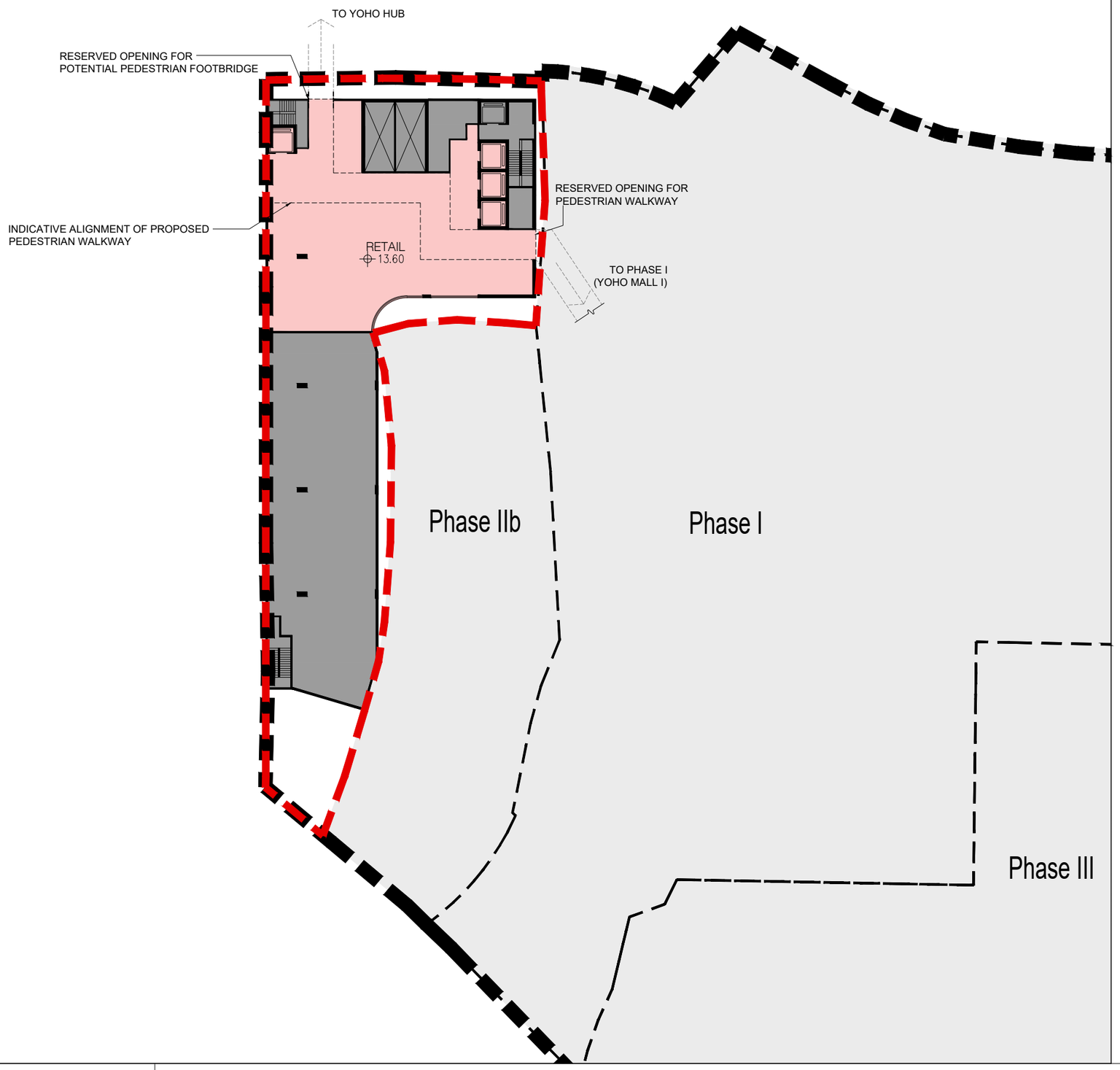
SUN HUNG KAI CENTRE, WANCHAI, HONGKONG
TEL. 28278111 FAX. 28272884

Title

INDICATIVE MEZZANINE FLOOR PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	05



N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Retail
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

SUN HUNG KAI
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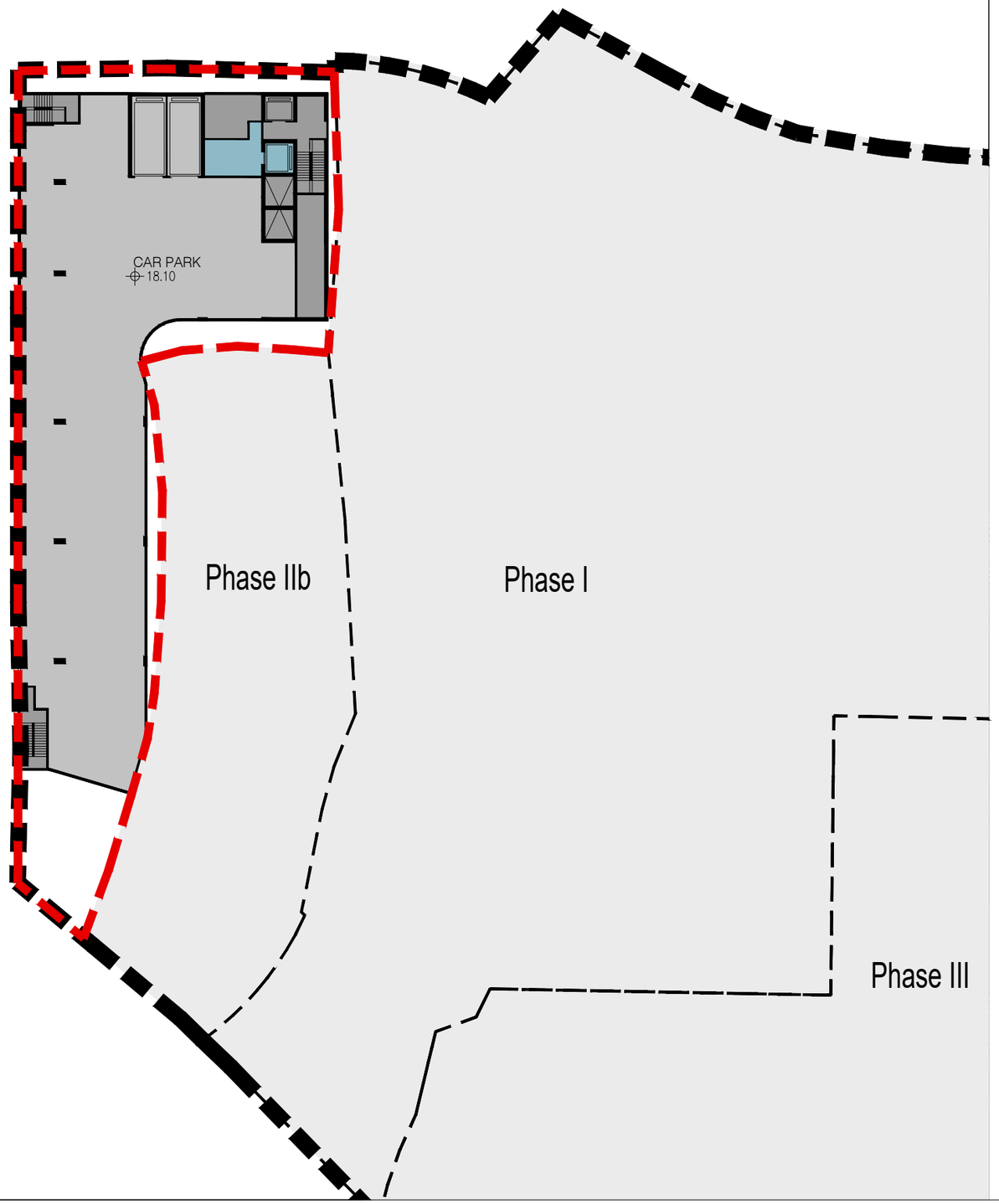
SUN HUNG KAI CENTRE, WANCHAI, HONGKONG
TEL. 28278111 FAX. 28272884

Title

INDICATIVE FIRST FLOOR LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	06



N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

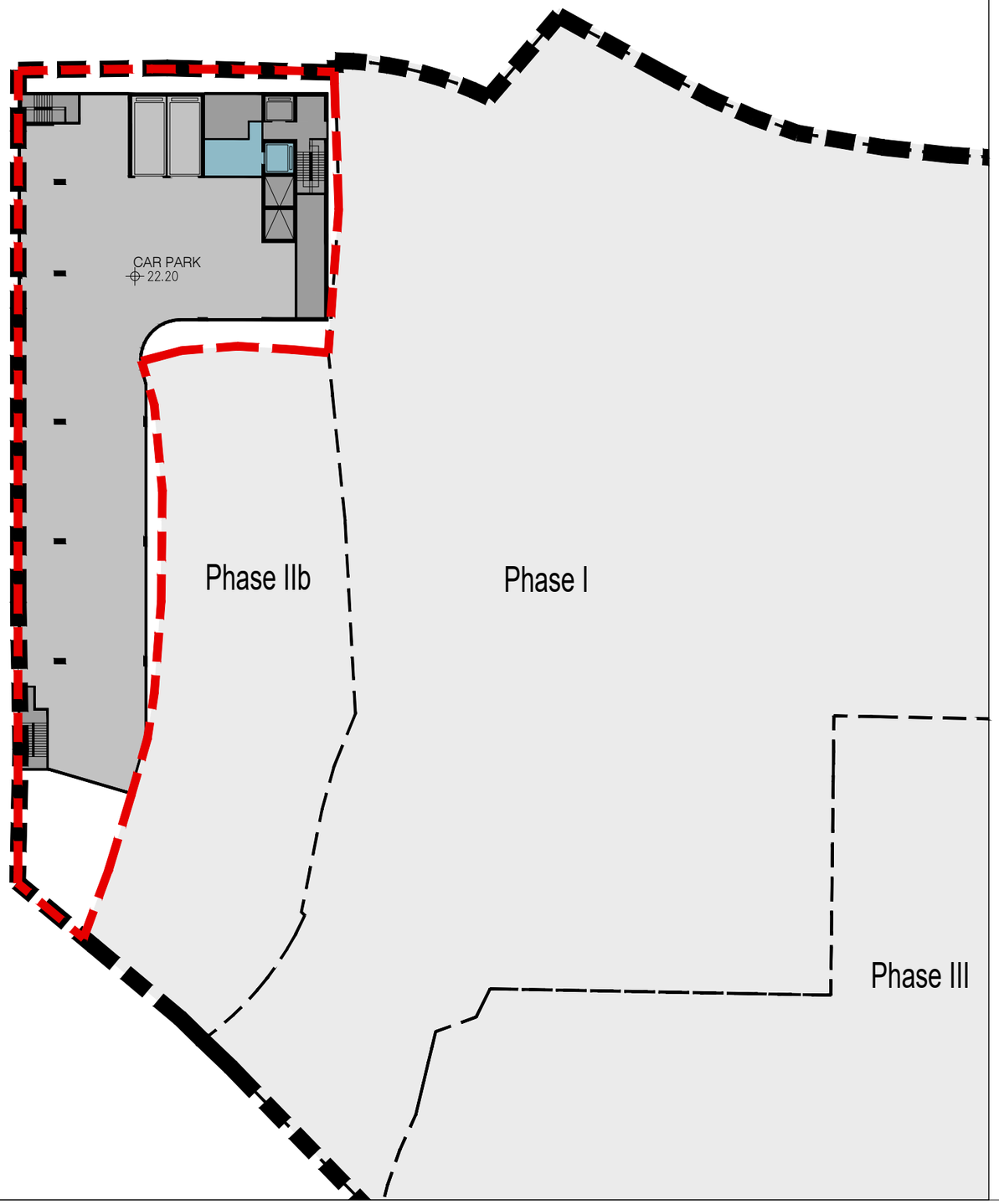
Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

SUN HUNG KAI
ARCHITECTS AND ENGINEERS LIMITED
SUN HUNG KAI CENTRE, WANCHAI, HONGKONG
TEL. 28278111 FAX. 28272884

Title

INDICATIVE SECOND FLOOR LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	07



N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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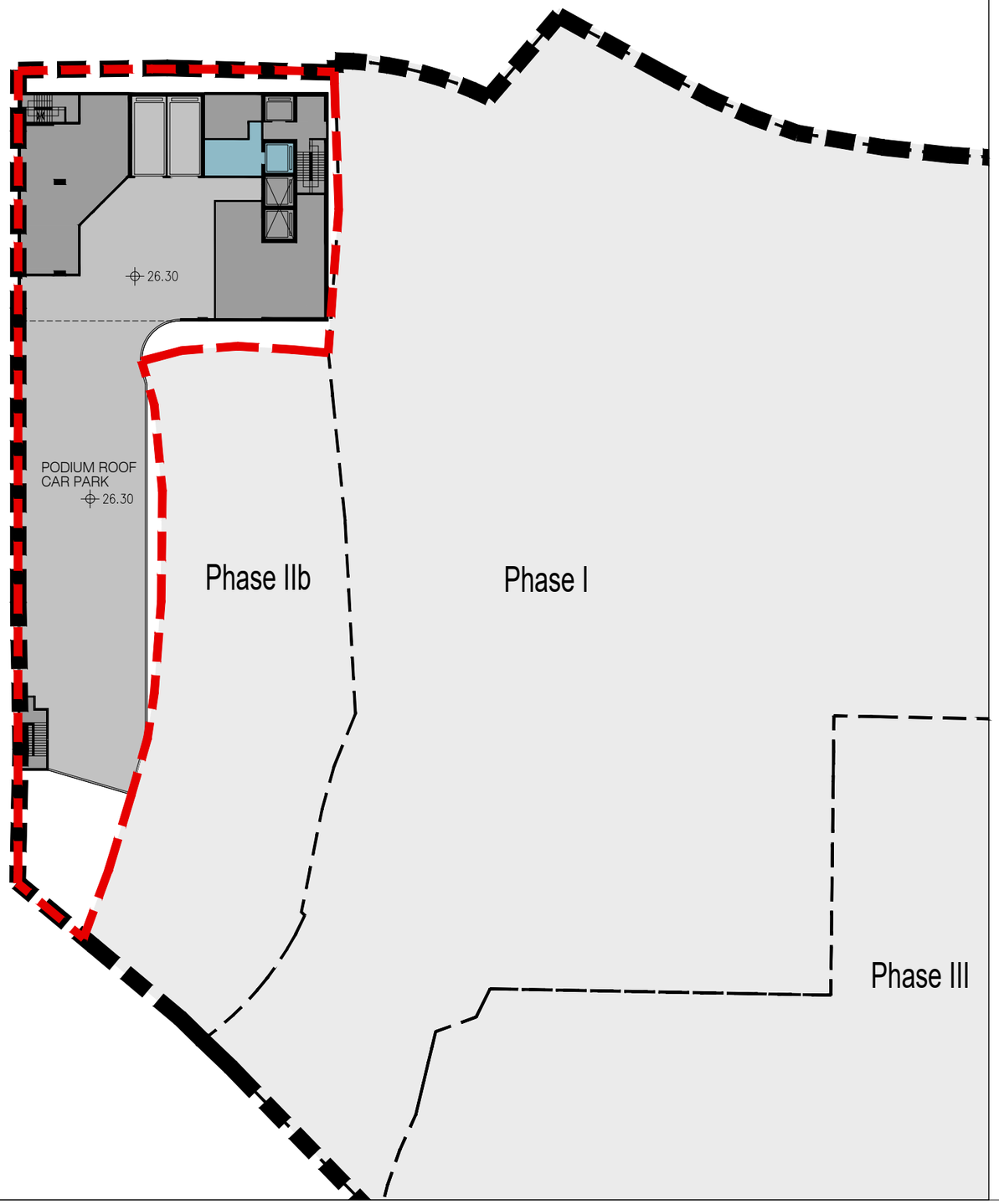
ARCHITECTS AND ENGINEERS LIMITED
SUN HUNG KAI CENTRE, WANCHAI, HONGKONG
TEL. 28278111 FAX. 28272884

Title

INDICATIVE THIRD FLOOR LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	08



N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

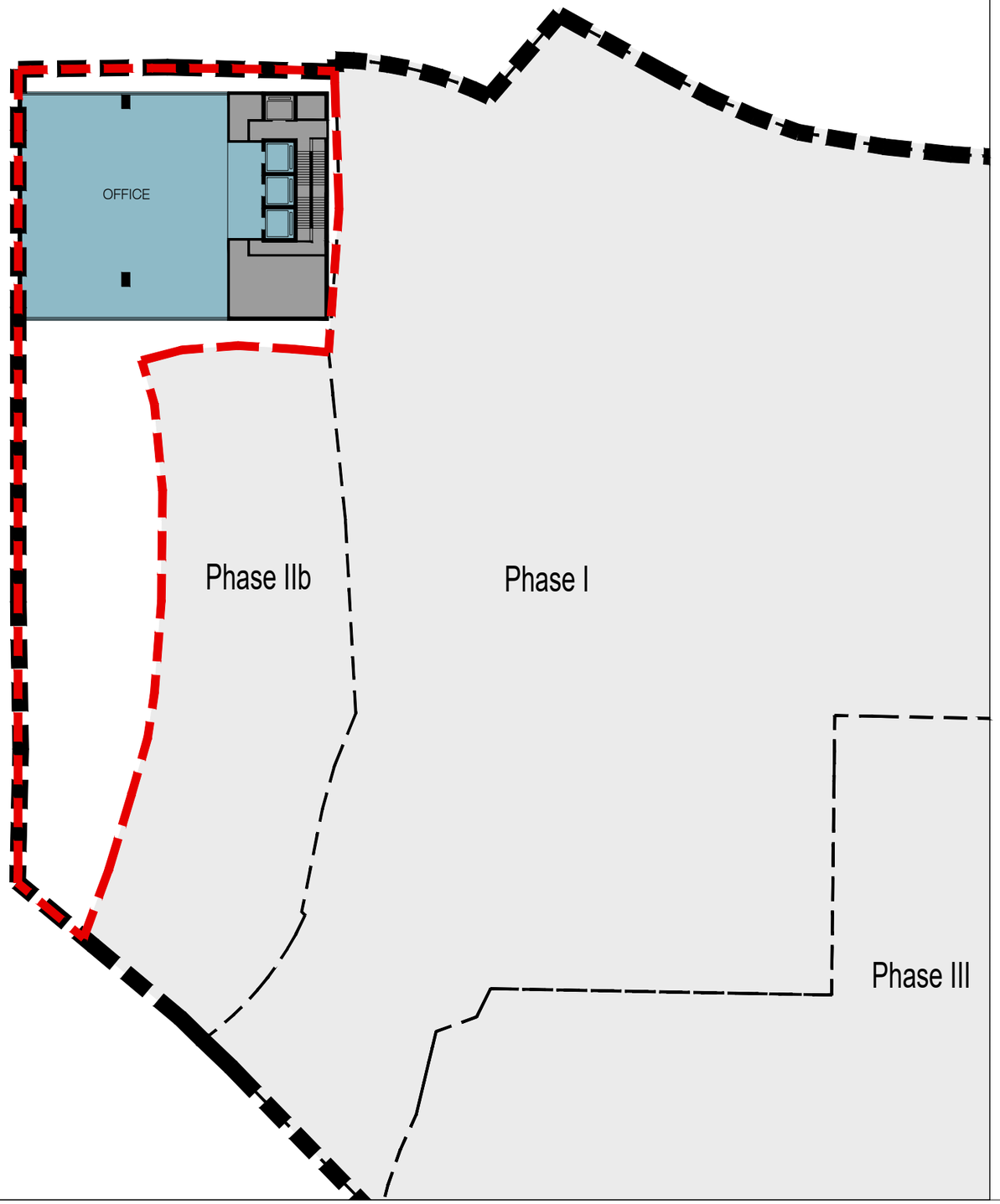
Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

SUN HUNG KAI
ARCHITECTS AND ENGINEERS LIMITED
SUN HUNG KAI CENTRE, WANCHAI, HONGKONG
TEL. 28278111 FAX. 28272884

Title

INDICATIVE FIFTH FLOOR LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	09



N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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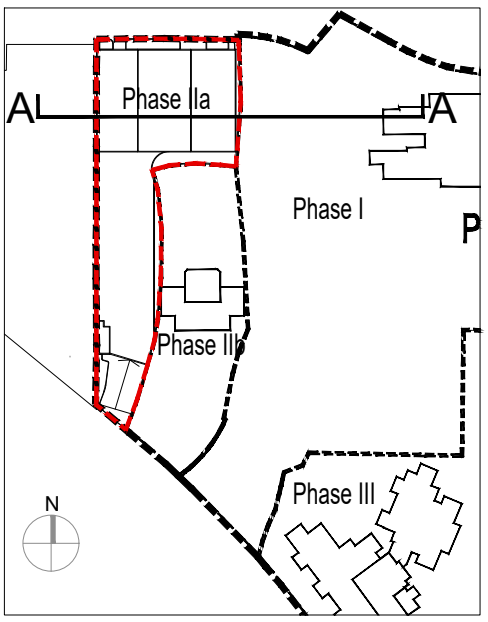
ARCHITECTS AND ENGINEERS LIMITED
SUN HUNG KAI CENTRE, WANCHAI, HONGKONG
TEL. 28278111 FAX. 28272884

Title

INDICATIVE TYPICAL FLOOR LAYOUT PLAN

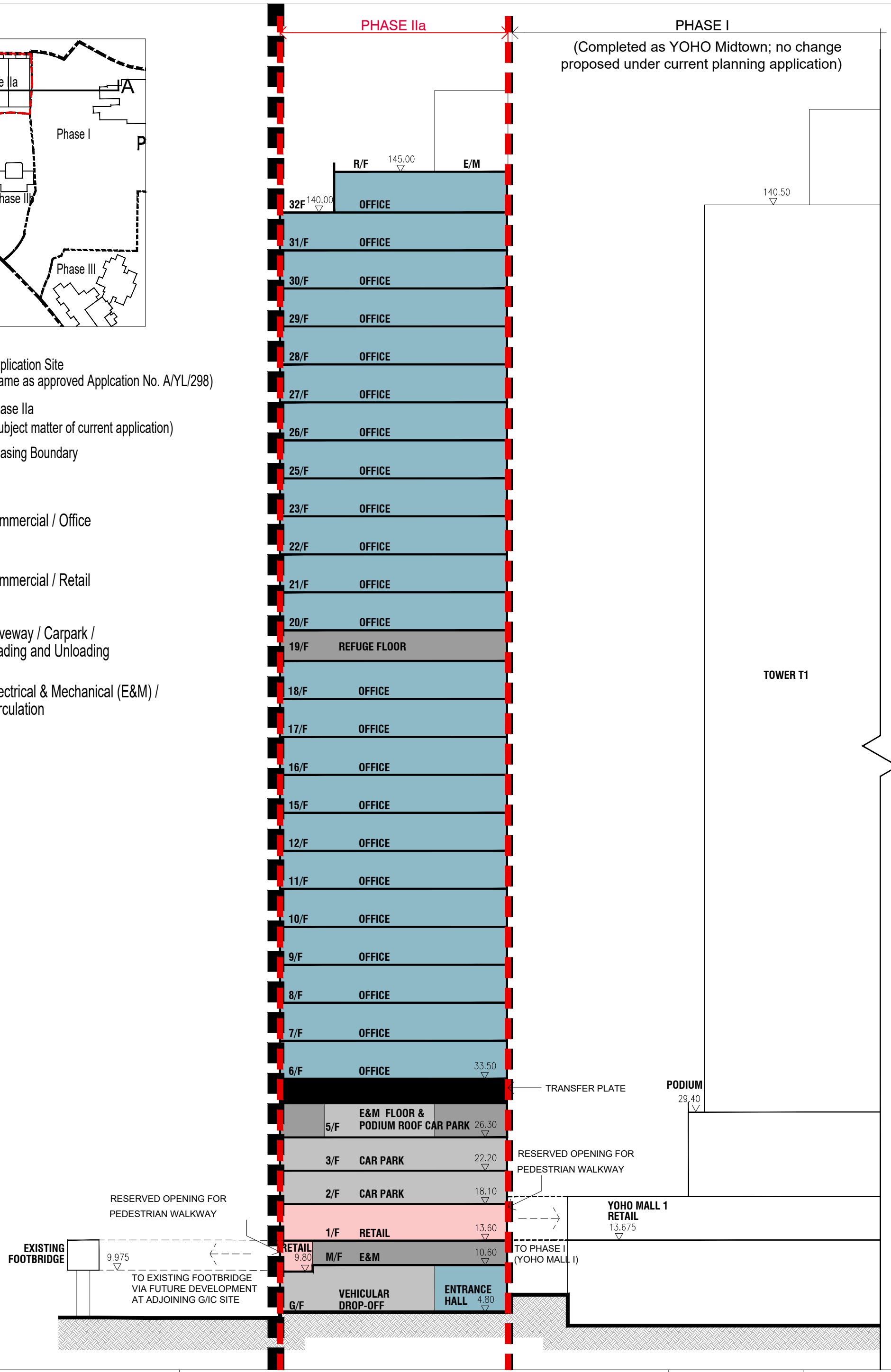
Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	10

KEY PLAN:



LEGEND:

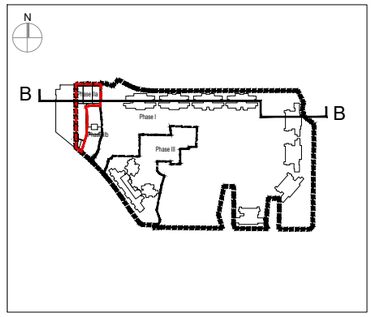
- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Commercial / Office
- Commercial / Retail
- Driveway / Carpark / Loading and Unloading
- Electrical & Mechanical (E&M) / Circulation



SUN HUNG KAI
ARCHITECTS AND ENGINEERS LIMITED
SUN HUNG KAI CENTRE, WANCHAI, HONGKONG
TEL. 28278111 FAX. 28272884

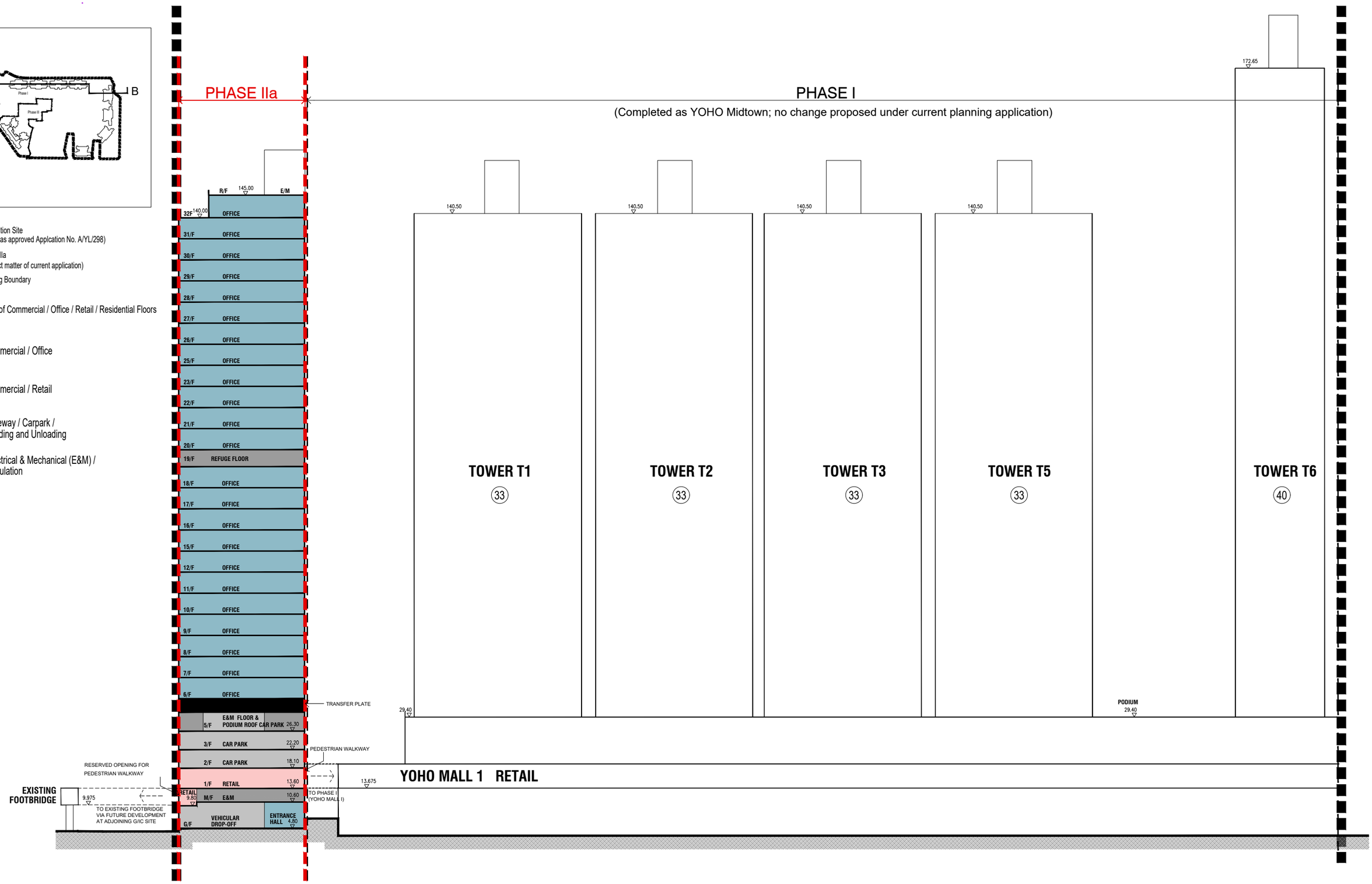
Title	Rev.	Date
INDICATIVE SECTION PLAN (A-A)	SK01	FEB 2026
	Scale 1:450 @A3	Figure 11

KEY PLAN:



LEGEND:

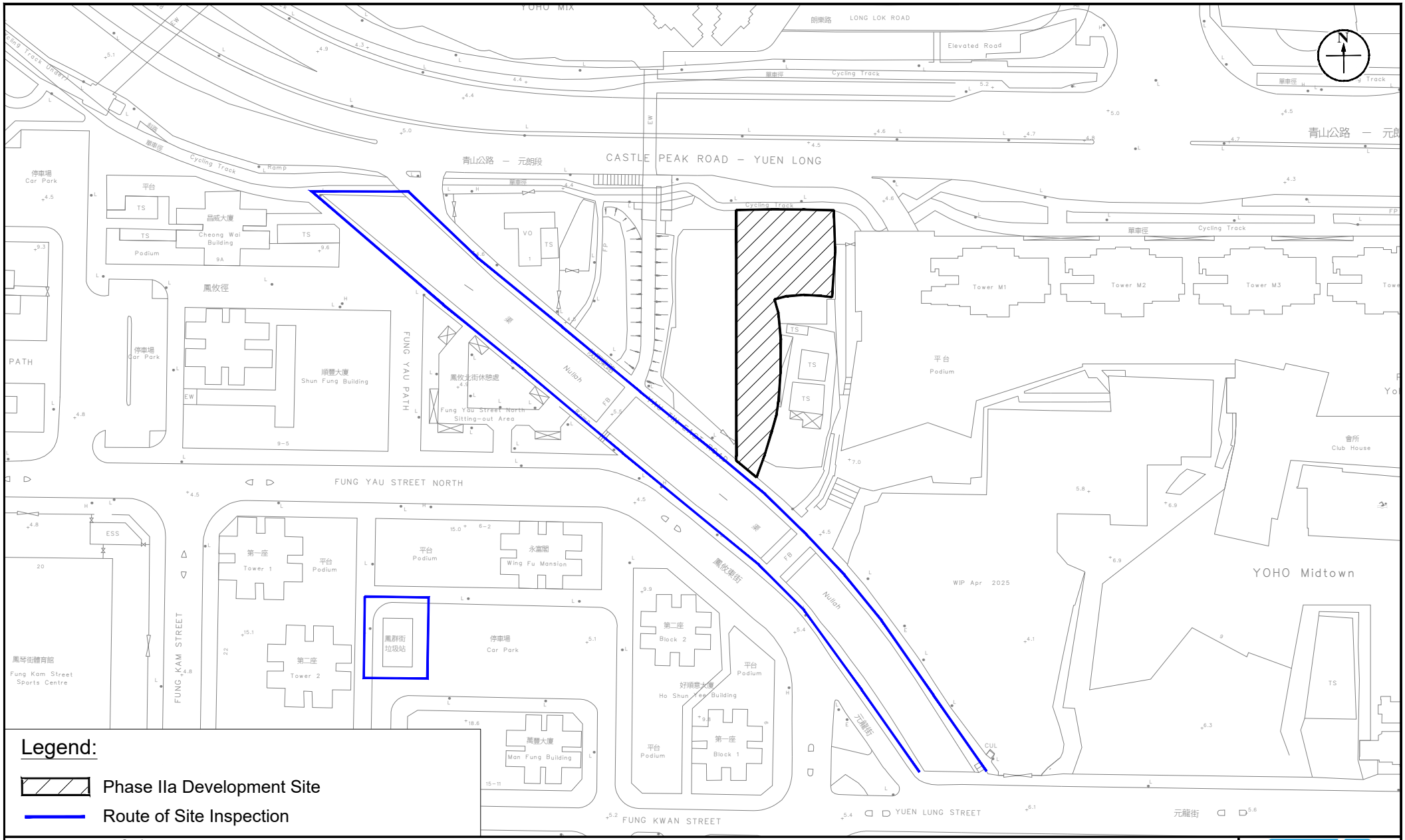
- Application Site (Same as approved Application No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- (36) No. of Commercial / Office / Retail / Residential Floors
- Commercial / Office
- Commercial / Retail
- Driveway / Carpark / Loading and Unloading
- Electrical & Mechanical (E&M) / Circulation



SUN HUNG KAI
ARCHITECTS AND ENGINEERS LIMITED
SUN HUNG KAI CENTRE, WANCHAI, HONGKONG
TEL. 28278111 FAX. 28272884

Title	Rev.	Date
INDICATIVE SITE SECTION PLAN (B-B)	SK01	FEB 2026
	Scale NA	Figure 12

Appendix 3.1 Route of Site Inspection for Odour



Legend:

Phase IIa Development Site

Route of Site Inspection

Appendix: 3.1

Title: Route of Site Inspection for Odour

Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)

RAMBOLL

Drawn by:	SC
Checked by:	CC
Rev.:	1.0
Date:	Jul 2025

Q:\Projects\SHKCDA12EI02\04 Deliverables\02 EA Report\01 Figures\Figures.dwg

Appendix 3.2 Correspondence from Environmental Protection Department

RAMBOLL

Ref.: SHKCDA12EI02_0_0024L.25 21 October 2025

Environmental Protection Department
Environmental Compliance Division
Regional Office (North), Yuen Long
10th floor, Shatin Government Offices
No.1 Sheung Wo Che Road, Sha Tin, New Territories

By Fax (2685 1155) & Post

Dear Sir / Madam,

Commercial Development at Yuen Long CDA, Area 12, Phase IIa, N.T.

Request of Information for Odour Complaints within 500m Assessment Area from Application Site

We are the environmental consultant employed by the project proponent for conducting an Environmental Assessment for the captioned Proposed Commercial Development at Yuen Long CDA, Area 12, Phase IIa, N.T.

Of particular interest is whether there is any information regarding historical complaints received in the past five years (2019-2025) on the odour issue (if any) within 500m Assessment Area from the Application Site.

If there are odour complaints within 500m Assessment Area from the Application Site, we would be much appreciated if you would provide us the number of complaints received in each year between 2019 to 2025.

We would be grateful if there is any additional information including the date of the complaint, the affected area, as well as any identification of the odour source(s) and any mitigation measures or improvements of the odour source(s) that have been implemented after receiving the complaint(s), if necessary.

Due to the urgency of the project, we would be much appreciated if you could provide the requested information by **31 October 2025**.

Should you have any queries, please do not hesitate to contact [redacted]. We sincerely seek your feedback on this matter. Thank you in advance for any assistance you can provide.

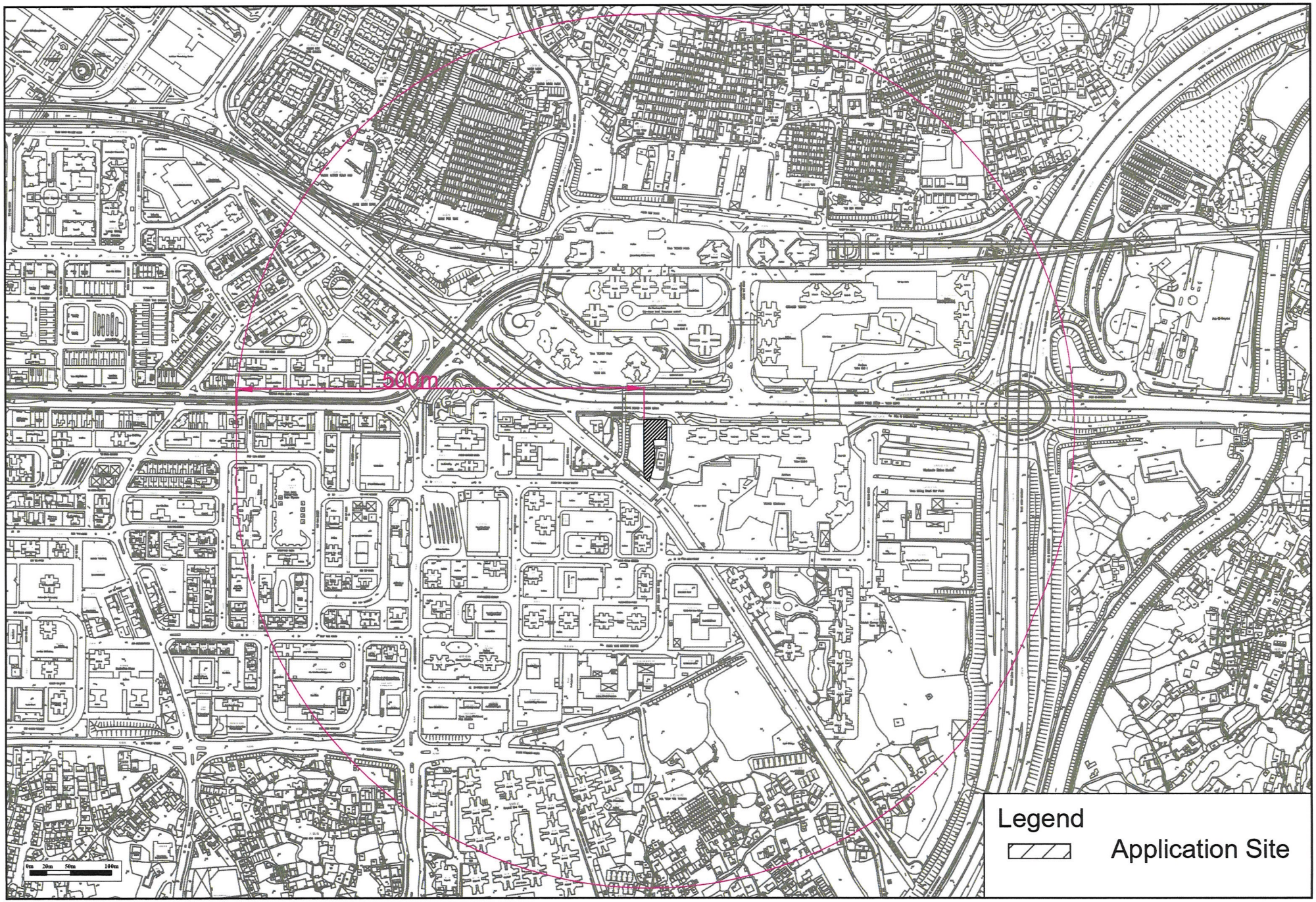
Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Calvin Chiu
Technical Director

Enclosure: Plan of 500m Assessment Area and Application Site

Q:\Projects\SHKCDA12EI02\02 Project Management\02 Corr\SHKCDA12EI02_0_0024L.25.docx

[redacted]


500m
0m 20m 50m 100m
Legend
Application Site

Susan Chan

From: Kit-kwong WONG/EPD <kitkwongwong@epd.gov.hk>
Sent: Monday, July 13, 2026 5:29 PM
To: Susan Chan
Cc: Calvin Chiu
Subject: Re: Request for Information for Odour Complaints within 500m Assessment Area from Application Site (Your Ref. SHKCDA12EI02_0_024L.25)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Susan

Re. your further enquiry about case no. 10, the result is “Not substantiated”.

Thanks.

Regards

Martin WONG
Environmental Protection Officer
Regional Office (North)
Environmental Protection Department
2158 5763

Susan Chan

From: Kit-kwong WONG/EPD <kitkwongwong@epd.gov.hk>
Sent: Monday, November 17, 2025 5:00 PM
To: Susan Chan
Cc: Calvin Chiu
Subject: Re: Request for Information for Odour Complaints within 500m Assessment Area from Application Site (Your Ref. SHKCDA12EI02_0_024L.25)

Follow Up Flag: Follow up
Flag Status: Flagged

Some people who received this message don't often get email from kitkwongwong@epd.gov.hk. Learn why this is important

Dear Susan

Regarding your further request d.d. 12 Nov 2025, the location information and the remark have been appended to each of the complaint case as shown below.

No.	Suspected Source Type of Odour	Month of Complaint received	Location	Remark
1	Surface Channel / Drain / Gullies	Nov 2020	Yuen Long East Nullah	EPD has been continuously following up on any malodour issues arising from drainage misconnections in the Yuen Long area and had taken enforcement actions against illegal discharges to the Yuen East Long Nullah; at the same time referral to relevant departments were made for any misconnections found.
2	Surface Channel / Drain / Gullies	Dec 2020	Yau San Street	Not substantiated
3	Surface Channel / Drain / Gullies	May 2021	Yau San Street	Not substantiated
4	Surface Channel / Drain / Gullies	Apr 2022	Fung Yau Street South	Not substantiated
5	RCP	Nov 2022	Fung Kam Street	Not substantiated
6	Surface Channel / Drain / Gullies	Mar 2023	Yau San Street	Not substantiated
7	Surface Channel / Drain / Gullies	Apr 2023	Yau San Street	Not substantiated
8	Surface Channel / Drain / Gullies	Feb 2024	Yau San Street	Not substantiated
9	Surface Channel / Drain / Gullies	May 2024	Yuen Long East Nullah	Same as no. 1
10	Surface Channel / Drain / Gullies	Oct 2025	Yuen Long East Nullah	Under Investigation

You may also need to check with other relevant parties / departments for such information as appropriate.

Thank you.

Regards

Martin WONG
Environmental Protection Officer
Regional Office (North)
Environmental Protection Department
2158 5763

From: Susan Chan [redacted]
Sent: Wednesday, November 12, 2025 10:30 AM
To: Kit-kwong WONG/EPD <kitkwongwong@epd.gov.hk>
Cc: Calvin Chiu <cchiu@ramboll.com>
Subject: RE: Request for Information for Odour Complaints within 500m Assessment Area from Application Site (Your Ref. SHKCDA12EI02_0_024L.25)

Dear Martin,

Many thanks for your email reply. Regarding the captioned information request, we would like to request further details on the historical complaints mentioned in your email.

Of particular interest is whether these complaints are considered as valid odour-related complaints, the affected areas of the concerned complaints, as well as any identification of the odour source(s) and any mitigation measures or improvements of the odour source(s) that have been implemented after receiving the complaint(s), if necessary.

Due to the urgency of the project, we would greatly appreciate it if you could provide the requested information by **24 November 2025**.

Should you have any queries, please do not hesitate to contact me. Many thanks in advance!

Kind regards
Susan Chan

Environmental Consultant

[redacted]

Classification: Confidential

From: Kit-kwong WONG/EPD <kitkwongwong@epd.gov.hk>
Sent: Tuesday, November 11, 2025 6:39 PM
To: Susan Chan [redacted]
Cc: Calvin Chiu [redacted]
Subject: Request for Information for Odour Complaints within 500m Assessment Area from Application Site (Your Ref. SHKCDA12EI02_0_024L.25)

> Some people who received this message don't often get email from kitkwongwong@epd.gov.hk. Learn why this is important

Dear Susanna

We refer to the following letter submitted by Mr. Calvin CHIU and further clarification with you over the phone.
[See attachment "2025-10-23 Ramboll Enquiry.pdf"]

This Offiec has received 10 complaints related to surface channel, RCP and Fish Market within the concerned area over the past five years. The relevant details of the complaints are provided below.

No.	Suspected Source Type of Odour	Month of Complaint received
1	Surface Channel / Drain / Gullies	Nov 2020
2	Surface Channel / Drain / Gullies	Dec 2020
3	Surface Channel / Drain / Gullies	May 2021
4	Surface Channel / Drain / Gullies	Apr 2022
5	RCP	Nov 2022
6	Surface Channel / Drain / Gullies	Mar 2023
7	Surface Channel / Drain / Gullies	Apr 2023
8	Surface Channel / Drain / Gullies	Feb 2024
9	Surface Channel / Drain / Gullies	May 2024
10	Surface Channel / Drain / Gullies	Oct 2025

You may also need to check with other relevant parties / departments for such information as appropriate.

Thank you.

Regards

Martin WONG
Environmental Protection Officer
Regional Office (North)
Environmental Protection Department
2158 5763

Appendix 3.3 TD's Endorsement on the Road Type

Yeung, David

From: Chi Wai IP <chiwaiip@td.gov.hk>
Sent: Friday, September 19, 2025 5:29 PM
To: Lau, Ryan
Cc: Yeung, David
Subject: RE: S16 Planning Application for Proposed Commercial Development in Phase II of a Comprehensive Commercial/Residential Development at "CDA" to the Immediate South of Castle Peak Road in Area 12, Yuen Long - Enquiry on Road Type of Yau Tin East Road
Attachments: 20250519 - HyD, DSD, FSD, EPD, GEO, LCSD, FEHD, UD&L.PDF; Yau Tin East Rd - Location Plan.pdf

This Message Is From an External Sender

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear Ryan,

Please note that part of the Yau Tin East Road is not managed by this department and Yau Tin East Road is not a through road connecting Castle Peak Road Yuen Long and Yuen Lung Street.

Nonetheless, I have no comment on your proposed road type for the road section of Yau Tin East Road between Castle Peak Road Yuen Long and Yuen Lung Street as Local Distributor for your environmental assessment.

Regards,
Louis IP
E/YLS, TE(NTW), TD
Tel: 2399 2565

From: [redacted]
To: "chiwaii[illegible]td.gov.hk" <chiwaii[illegible]td.gov.hk>
Cc: [redacted]
Date: 2025/09/19 下午 12:00
Subject: RE: S16 Planning Application for Proposed Commercial Development in Phase II of a Comprehensive Commercial/Residential Development at "CDA" to the Immediate South of Castle Peak Road in Area 12, Yuen Long - Enquiry on Road Type of Yau Tin East Road

---

Dear Mr. Ip,

As per our tele-conversation earlier today, please find attached the location plan excerpted from TIA of our S16 pre-submission for your reference. It is proposed for the section of Yau Tin East Road between Castle Peak Road – Yuen Long and Yuen Lung Street to be classified as “Local Distributor”.

Please contact me at 3856 5489 if you have any concerns or inquiries, thank you very much!

Regards,

Ryan Lau
AECOM
D: +852 3856 5489

From: Lau, Ryan
Sent: Wednesday, August 27, 2025 10:52 AM
To: chiwaiip@td.gov.hk
Cc: Yeung, David[redacted]
Subject: RE: S16 Planning Application for Proposed Commercial Development in Phase II of a Comprehensive Commercial/Residential Development at "CDA" to the Immediate South of Castle Peak Road in Area 12, Yuen Long - Enquiry on Road Type of Yau Tin East Road

Dear Mr. Ip,

Apologies for the repeated emails on the matter. Further to our initial email dated 27 May 2025 and subsequent emails, we would be grateful if you could provide your comments on the proposed road classification of Yau Tin East Road. Please contact me at [redacted] if you have any concerns or inquiries, thank you!

Regards,

Ryan Lau
AECOM
[redacted]

From: Lau, Ryan
Sent: Wednesday, July 9, 2025 4:03 PM
To: chiwaiip@td.gov.hk
Cc: Yeung, David[redacted]
Subject: RE: S16 Planning Application for Proposed Commercial Development in Phase II of a Comprehensive Commercial/Residential Development at "CDA" to the Immediate South of Castle Peak Road in Area 12, Yuen Long - Enquiry on Road Type of Yau Tin East Road

Dear Mr. Ip,

Further to our previous emails, grateful if you could provide your comments on the proposed road classification of Yau Tin East Road. Please call me at [redacted] if you have any concerns or inquiries, many thanks!

Regards,

Ryan Lau
AECOM
[redacted]

From: Lau, Ryan
Sent: Tuesday, June 17, 2025 10:38 AM
To: 'chiwaiip@td.gov.hk' <chiwaiip@td.gov.hk>
Cc: Yeung, David <David.Yeung@aecom.com>
Subject: RE: S16 Planning Application for Proposed Commercial Development in Phase II of a Comprehensive Commercial/Residential Development at "CDA" to the Immediate South of Castle Peak Road in Area 12, Yuen Long - Enquiry on Road Type of Yau Tin East Road

Dear Mr. Ip,

Further to the below email and our previous tele conversation, grateful if you could provide confirmation on the road classification of Yau Tin East Road, many thanks!

Regards,

Ryan Lau
AECOM
[redacted]

From: Lau, Ryan
Sent: Tuesday, May 27, 2025 11:39 AM
To: chiwaiip@td.gov.hk
Cc: Yeung, David [redacted]
Subject: S16 Planning Application for Proposed Commercial Development in Phase II of a Comprehensive Commercial/Residential Development at "CDA" to the Immediate South of Castle Peak Road in Area 12, Yuen Long - Enquiry on Road Type of Yau Tin East Road

Dear Mr. Ip,

We refer to the captioned application pre-submission. Further to EPD comment (refers to item m-3) on the Environmental Assessment (EA) report, we would like to seek clarification regarding the road classification of Yau Tin East Road to address departmental comments.

Taking into consideration that 1.) the road type of Yau Tin East Road is neither specified in Annual Traffic Census (ATC) nor in XPMS system; 2.) according to the ATC report, the adjacent connecting road, Fung Yau Street North, is classified as District Distributor; 3.) relatively low traffic volume at Yau Tin East Road is observed, it is considered that Yau Tin East Road would fall under a classification equal to or lower than that of Fung Yau Street North. Given its connection to a District Distributor and its traffic characteristics, we propose that Yau Tin East Road be classified as a Local Distributor.

The received departmental comments is attached for your reference. Please contact me at [redacted] if you have any comments or inquiries, thank you.

Regards,

Ryan Lau
Assistant Engineer, Traffic & Transport Planning
[redacted]

Appendix 5.1 Historic Aerial Photo

Appendix:	5.1a	RAMBOLL
Title:	Historical Aerial Photos (1924)	Drawn by: GW
		Checked by: CC
Project:	Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.0
		Date: Jul 2025

Q:\Projects\SHKCDA12EI02\05 Assessments\06 LD\Aerial Photo\Aerial Photo.dwg

Appendix:	5.1b	RAMBOLL
Title:	Historical Aerial Photos (1949)	Drawn by: GW
		Checked by: CC
Project:	Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.0
		Date: Jul 2025

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Appendix: 5.1c		RAMBOLL
Title:	Historical Aerial Photos (1964)	Drawn by: GW
		Checked by: CC
Project:	Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.0
		Date: Jul 2025

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Appendix: 5.1d		RAMBOLL
Title:	Historical Aerial Photos (1972)	Drawn by: GW
		Checked by: CC
Project:	Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.0
		Date: Jul 2025

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Appendix:	5.1e	RAMBOLL
Title:	Historical Aerial Photos (1980)	Drawn by: GW
		Checked by: CC
Project:	Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.0
		Date: Jul 2025

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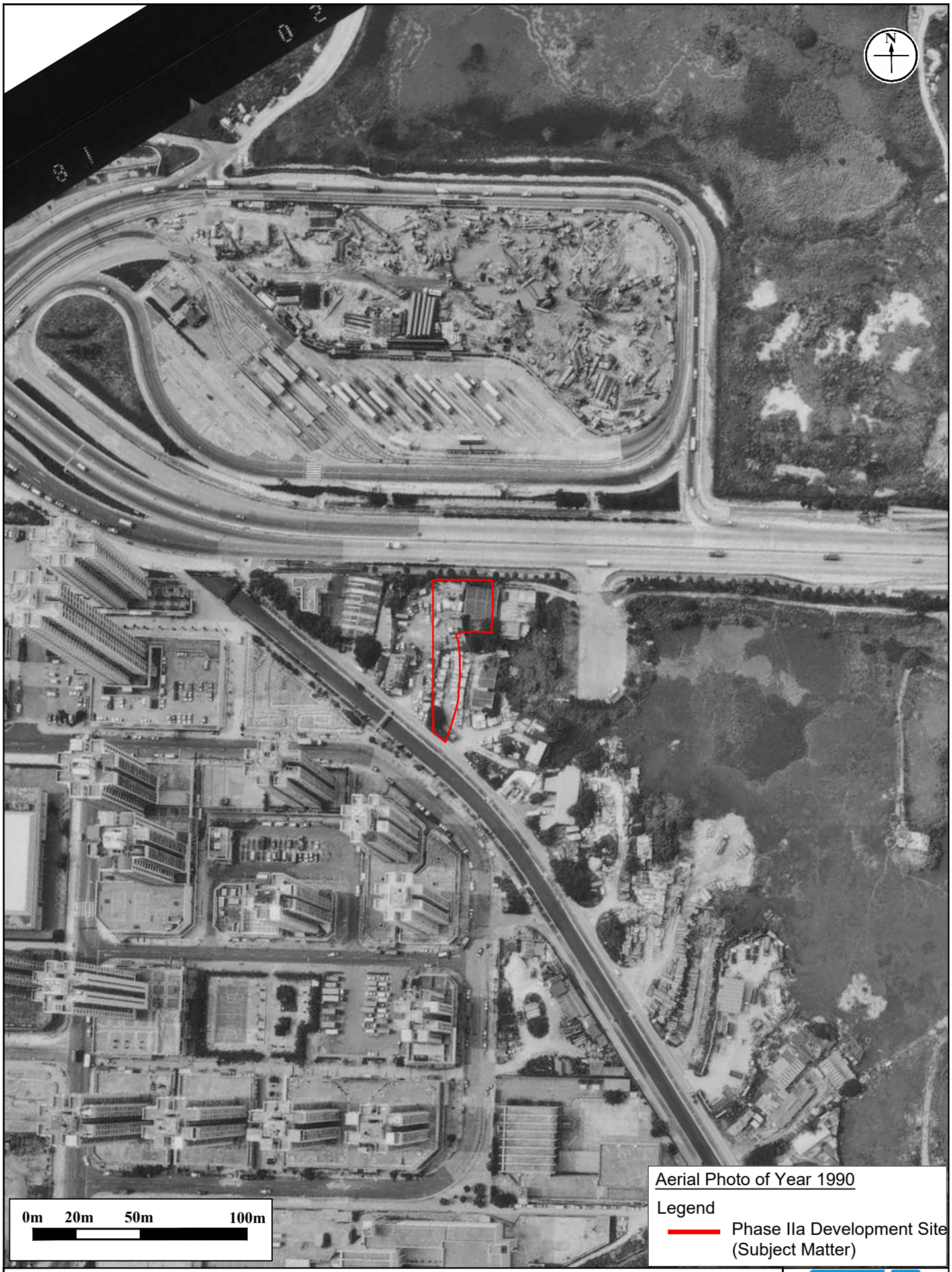

Appendix: 5.1f		RAMBOLL
Title:	Historical Aerial Photos (1990)	Drawn by: GW
		Checked by: CC
Project:	Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.0
		Date: Jul 2025

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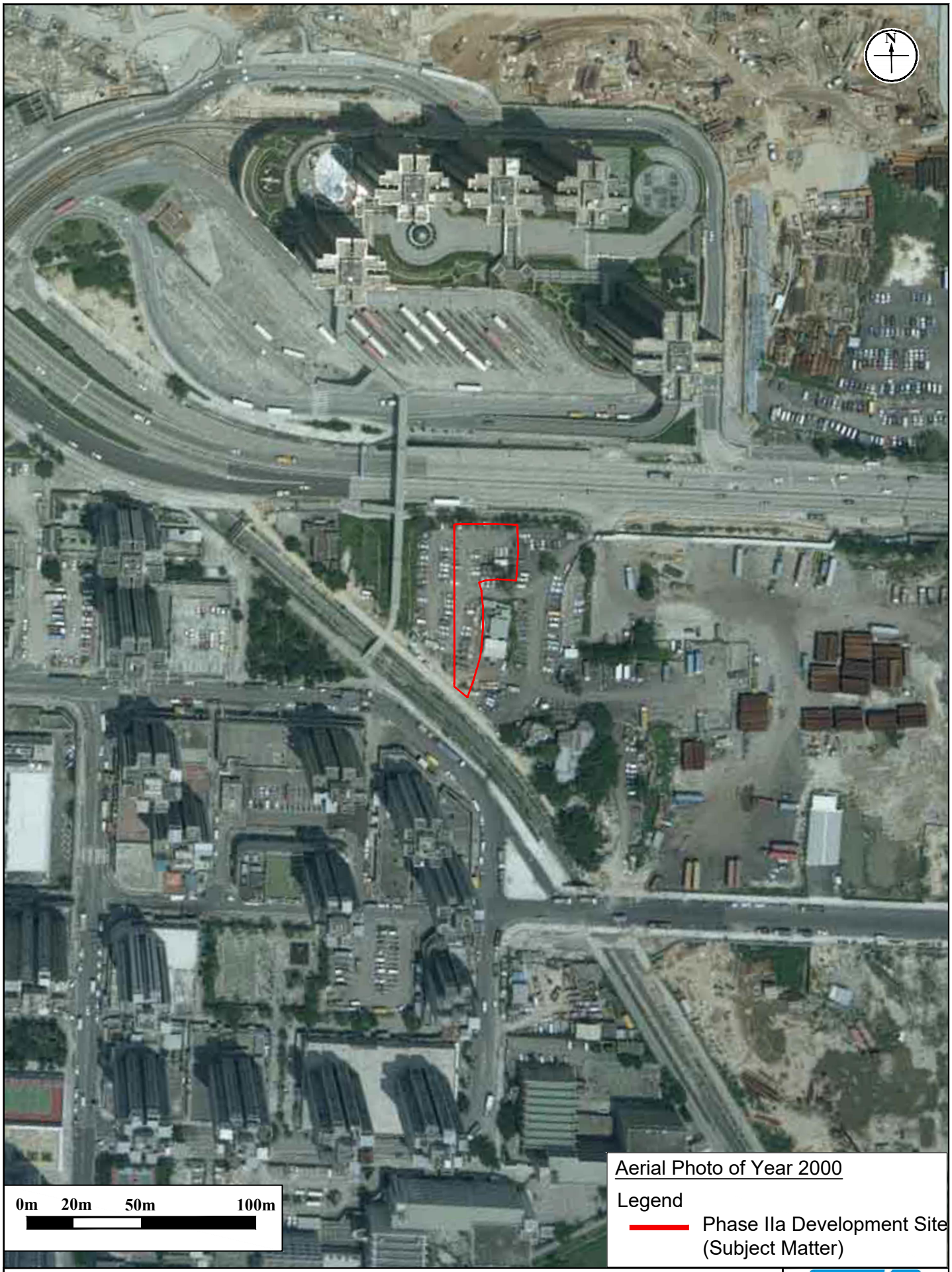

Appendix:	5.1g	RAMBOLL
Title:	Historical Aerial Photos (2000)	Drawn by: GW
		Checked by: CC
Project:	Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.0
		Date: Jul 2025

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Appendix: 5.1h	RAMBOLL
Title: Historical Aerial Photos (2005)	Drawn by: GW
	Checked by: CC
Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.0
	Date: Jul 2025

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Appendix: 5.1i		RAMBOLL
Title:	Historical Aerial Photos (2010)	Drawn by: GW
		Checked by: CC
Project:	Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.0
		Date: Jul 2025

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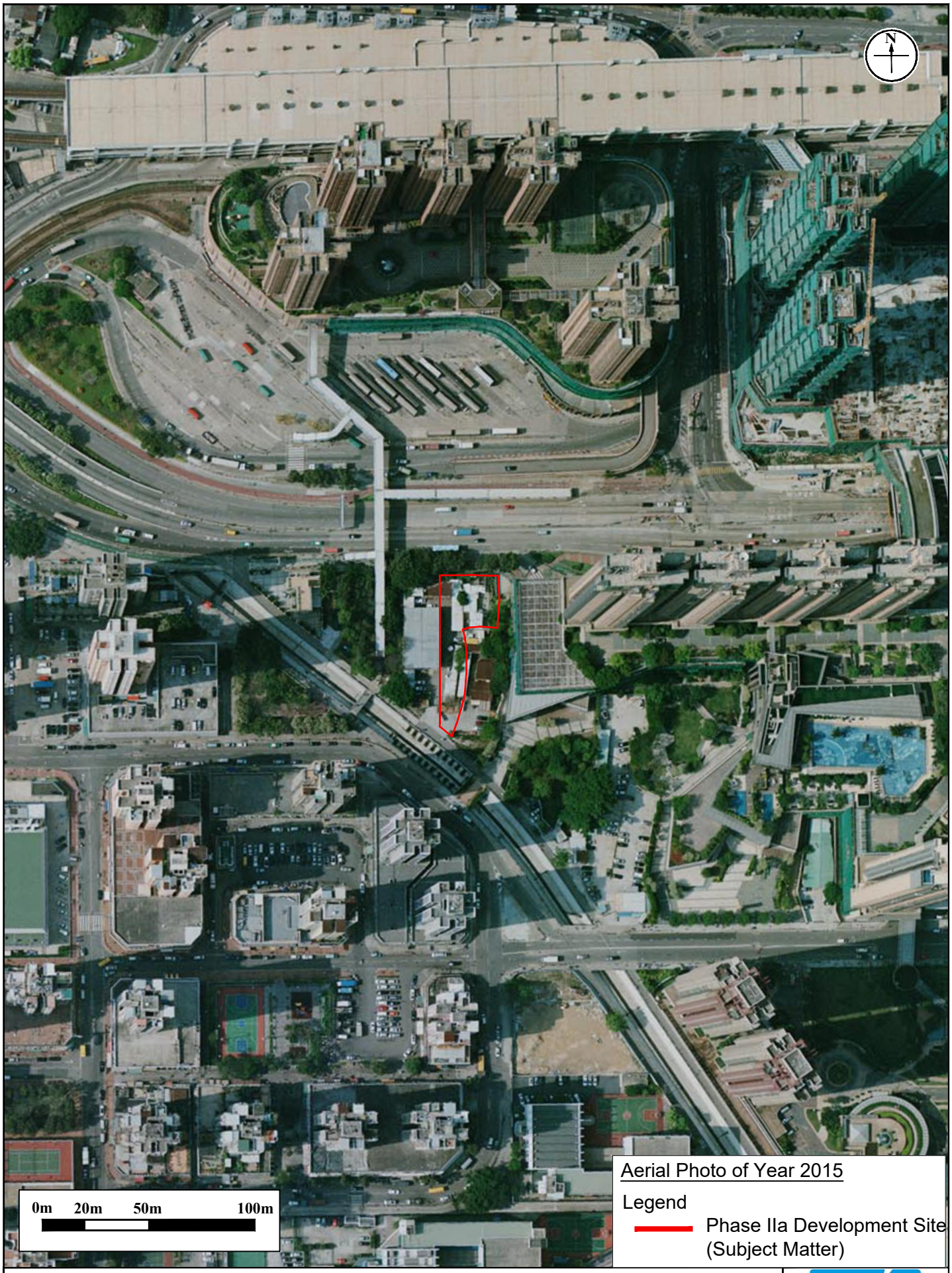

Appendix: 5.1j		RAMBOLL
Title:	Historical Aerial Photos (2015)	Drawn by: GW
		Checked by: CC
Project:	Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.0
		Date: Jul 2025

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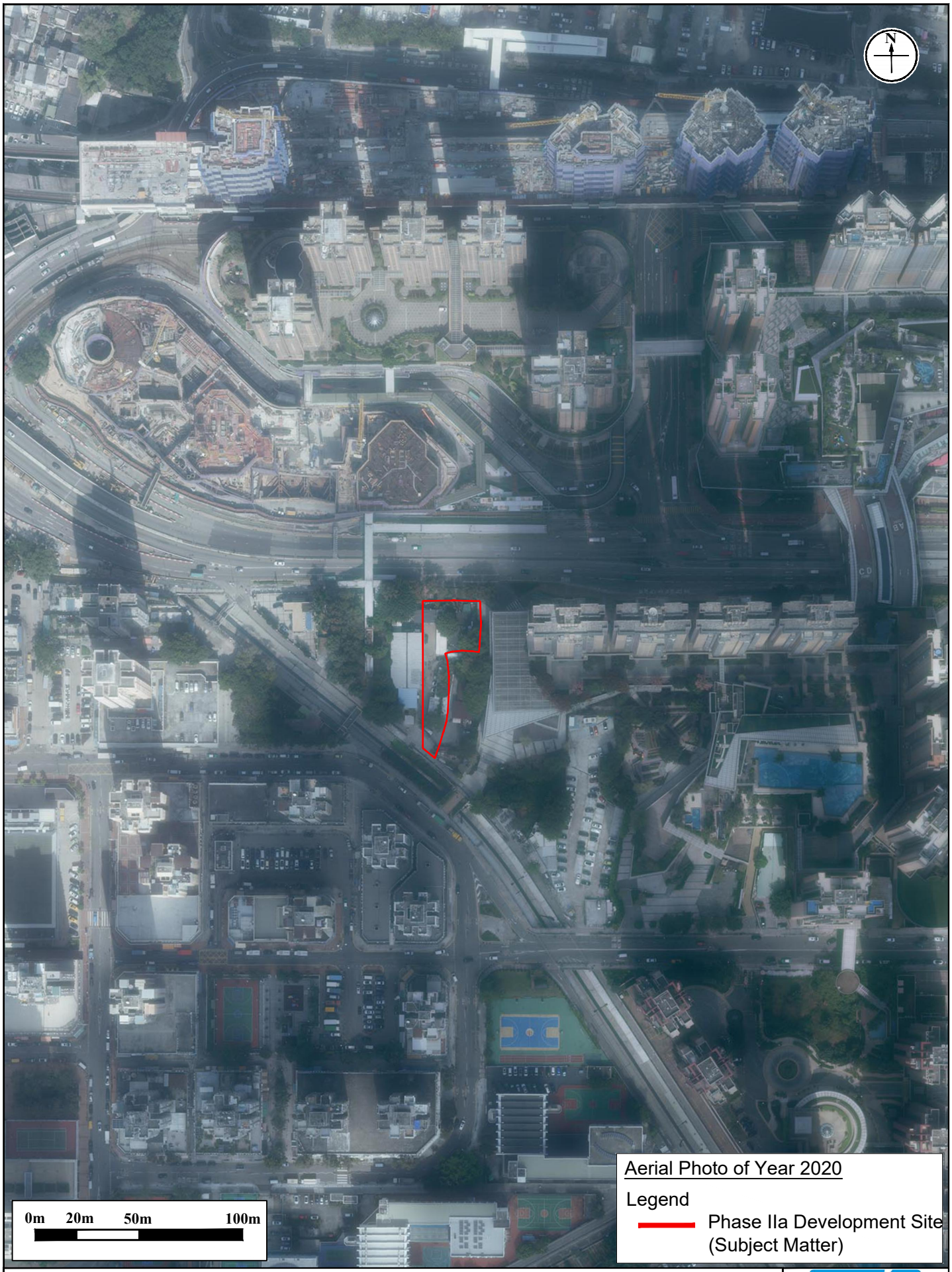

Appendix: 5.1k		RAMBOLL
Title:	Historical Aerial Photos (2020)	Drawn by: GW
		Checked by: CC
Project:	Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.0
		Date: Jul 2025

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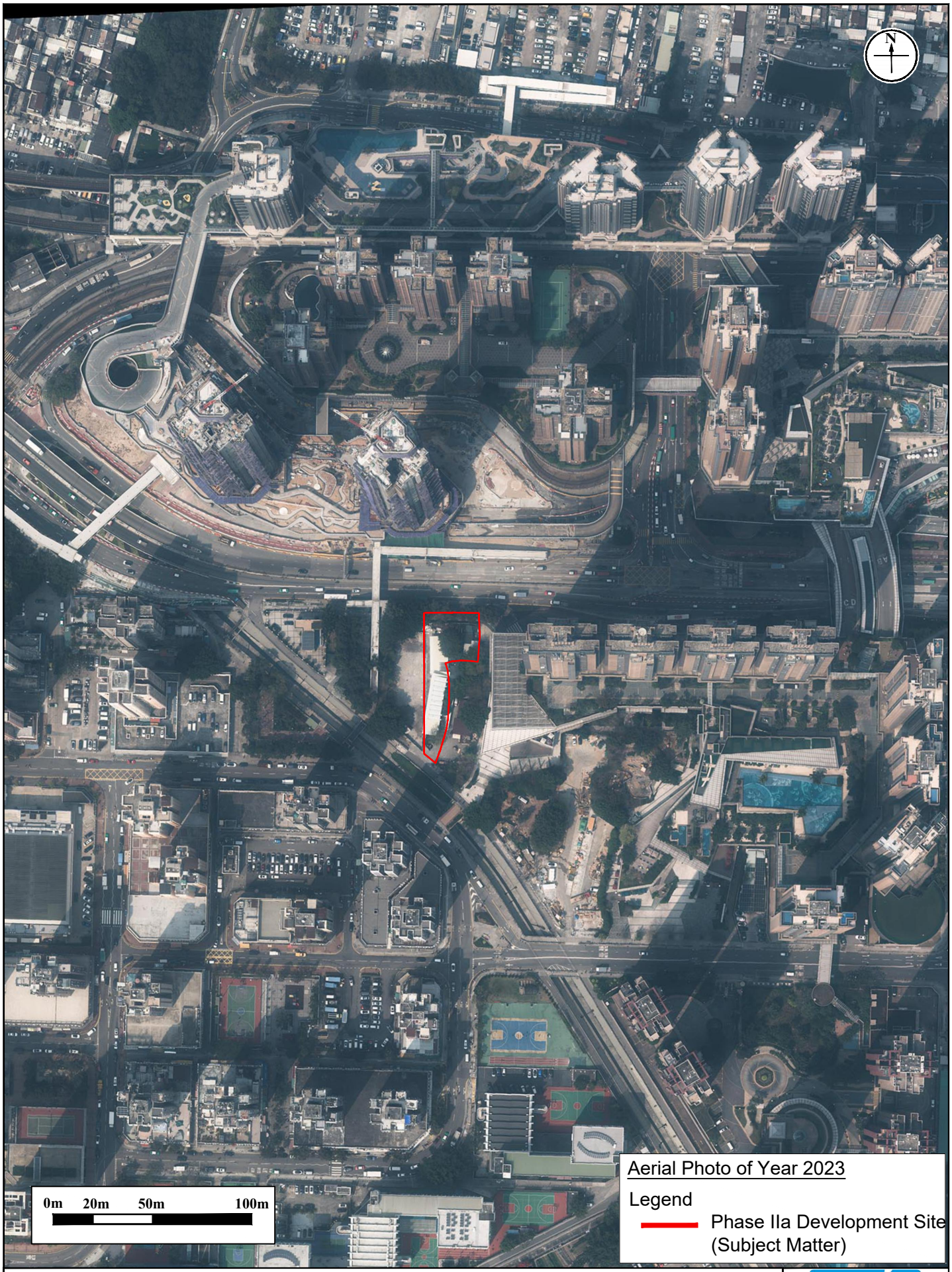

Appendix: 5.11		RAMBOLL
Title:	Historical Aerial Photos (2023)	Drawn by: GW
		Checked by: CC
Project:	Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.0
		Date: Jul 2025

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Appendix 5.2 Correspondence with Various Departments

RAMBOLL

Ref.: SHKCDA12EI02_0_0011L.24

16 October 2024

Environmental Protection Department
Environmental Compliance Division
Regional Office (North), Yuen Long
10th Floor, Sha Tin Government Offices, 1 Sheung Wo Che Road,
Sha Tin, New Territories

By Fax (2685 1155) & Post

Dear Sir / Madam,

Land Contamination Assessment Study for Proposed Commercial Development at Yuen Long CDA, Area 12, Phase IIa & IIb, N.T.

We are conducting a Land Contamination Assessment Study for Proposed Commercial Development at Yuen Long CDA, Area 12, Phase IIa & IIb, N.T. As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the Application Site are required as part of the vetting process.

Of particular interests is whether there are any registered chemical waste producers under your record in the Application Site, any waste disposal record, any accidental spillage record, any submission relating to land contamination assessment and any information you could provide which might be useful for our study. We enclosed herewith a site map showing the location of the Application Site for your reference.

Due to the urgency of the project, we would be much appreciated if you could provide the requested information by **28 October 2024**.

Should you have any queries, please do not hesitate to contact the undersigned at 3465 2811 (email: cchiu@ramboll.com) or our Ms. Susan Chan at 3465 2848 (email: susanchan@ramboll.com). We sincerely seek your feedback on this matter. Thank you in advance for any assistance you can provide.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Calvin Chiu
Technical Director

Enclosure: Location Plan of the Application Site

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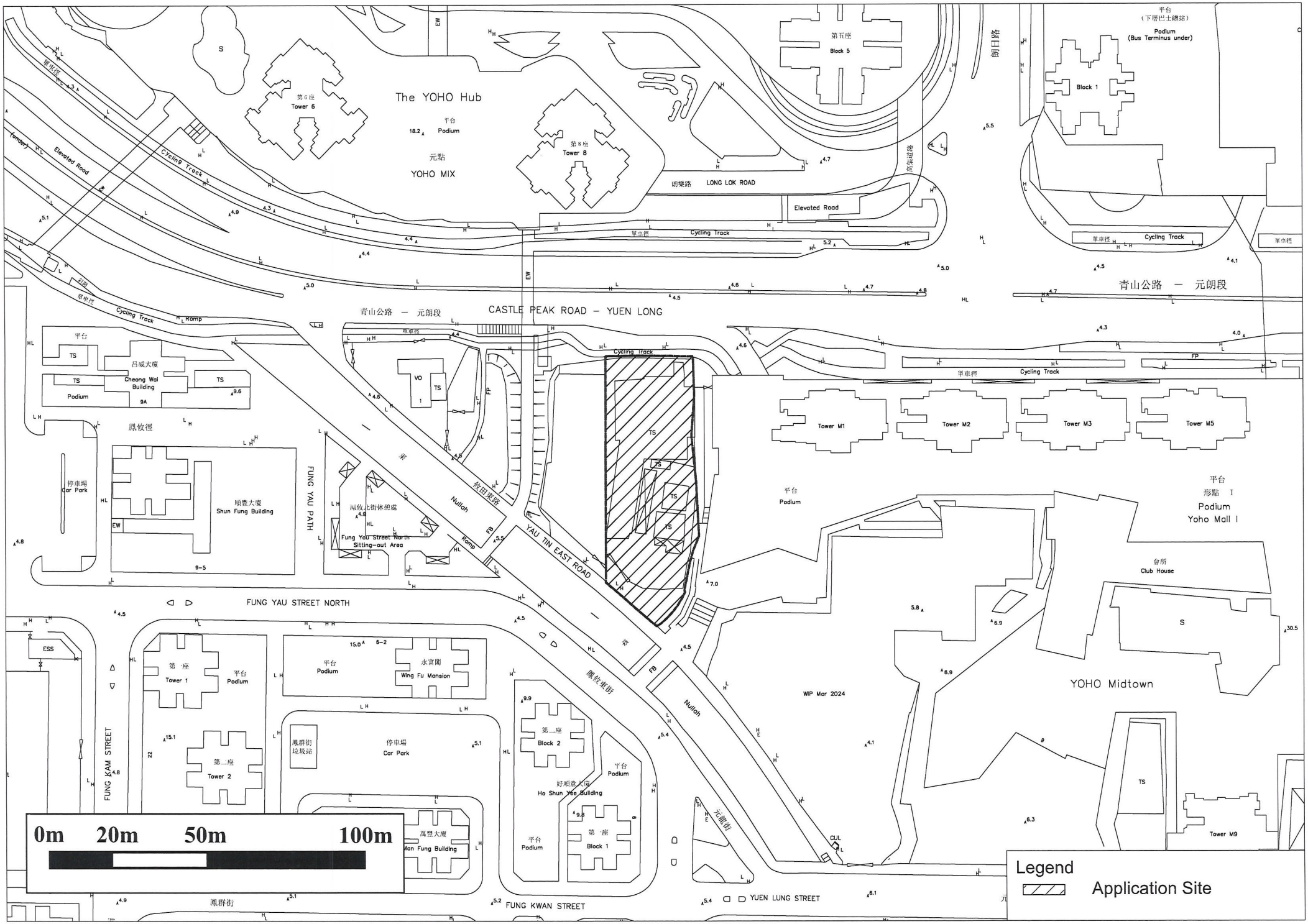
The YOHO Hub
平台
Podium
元點
YOHO MIX
第六座
Tower 6
第八座
Tower 8
第五座
Block 5
朗日路
平台
（下層巴士總站）
Podium
(Bus Terminus under)
Block 1
Elevated Road
Cycling Track
單車徑
朗樂路
LONG LOK ROAD
高架道路
青山公路 — 元朗段
CASTLE PEAK ROAD — YUEN LONG
Ramp
呂威大廈
Cheong Wai Building
Podium
9A
鳳攸徑
停車場
Car Park
順豐大廈
Shun Fung Building
9-5
FUNG YAU PATH
鳳攸北街休憩處
Fung Yau Street North Sitting-out Area
Nullah
攸田東路
YAU TIN EAST ROAD
Tower M1
Tower M2
Tower M3
Tower M5
平台
形點 1
Podium
Yoho Mall I
會所
Club House
YOHO Midtown
WIP Mar 2024
Tower M9
FUNG YAU STREET NORTH
ESS
第一座
Tower 1
平台
Podium
永富閣
Wing Fu Mansion
第二座
Tower 2
鳳群街
垃圾站
停車場
Car Park
第二座
Block 2
好順意大廈
Ho Shun Yee Building
第一座
Block 1
萬豐大廈
Man Fung Building
FUNG KAM STREET
鳳攸東街
元龍街
FUNG KWAN STREET
YUEN LUNG STREET
0m 20m 50m 100m
Legend
Application Site

本署檔案
OUR REF : EP910/E6/1
來函檔案
YOUR REF : SHKCDA12EI02_0_0011L.24
電　話
TEL NO : 2158 5823
圖文傳真
FAX NO : 2650 6033
網　址
HOMEPAGE : http://www.epd.gov.hk/

Environmental Protection Department
Environmental Compliance Division
Regional Office (North)
10/F, Sha Tin Government Offices,
No. 1 Sheung Wo Che Road,
Shatin, New Territories,
Hong Kong

環境保護署
環保法規管理科
區域辦事處(北)
香港新界沙田
上禾輋路一號
沙田政府合署十樓

RECEIVED
31 OCT 2024
BY: .....

30 October 2024

Ramboll Hong Kong Limited
[redacted]

Dear Mr. Calvin CHIU,

Re. Land Contamination Assessment Study for Proposed Commercial Development At Yuen Long CDA, Area 12, Phase IIa & IIb, N.T.

I refer your letter dated 16 October 2024 about the captioned. Our reply is as below:

(a) For the registration of Chemical Waste Producers, a registry is available at our Territory Control Office at Wan Chai. Please contact our for details;

(b) This Regional Office has no record of chemical spillage/ leakage, waste disposal or other submission relating to land contamination assessment within the study areas specified in your letter in the past five years. You may also need to check with other parties / departments for such information as appropriate.

Please contact the undersigned should you have any questions.

Yours faithfully,

(Ms. WONG Hau-yin)
for Director of Environmental Protection

Ramboll Hong Kong

Project: SHKCDA12EI02-0_0011L.24
Maconomy no.: 32800161

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Susan		☑	☐
		☐	☐
		☐	☐
		Yes	No
Document Scan		☐	☐
Keep Hard Copy		☐	☐

RAMBOLL

Ref.: SHKCDA12EI02_0_0012L.24 16 October 2024

Fire Services Department
Corporate Strategy Command
9th Floor, Fire Services Headquarters Building, 1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon

By Fax (2591 5276) & Post

Dear Sir / Madam,

Land Contamination Assessment Study for Proposed Commercial Development at Yuen Long CDA, Area 12, Phase IIa & IIb, N.T.

We are conducting a Land Contamination Assessment Study for Proposed Commercial Development at Yuen Long CDA, Area 12, Phase IIa & IIb, N.T. As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the Application Site are required as part of the vetting process.

Of particular interests are spill and incident reports (including records of fire at the Application Site) that we believe your Department might have record of. Furthermore, we would also like to know whether anywhere of the Application Site had applied or possessed license for dangerous goods storage. We enclosed herewith a site map showing the location of the Application Site for your reference.

Due to the urgency of the project, we would be much appreciated if you could provide the requested information by **28 October 2024**.

Should you have any queries, please do not hesitate to contact the undersigned at 3[redacted] We sincerely seek your feedback on this matter. Thank you in advance for any assistance you can provide.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Calvin Chiu
Technical Director

Enclosure: Location Plan of the Application Site

Appointment Letter

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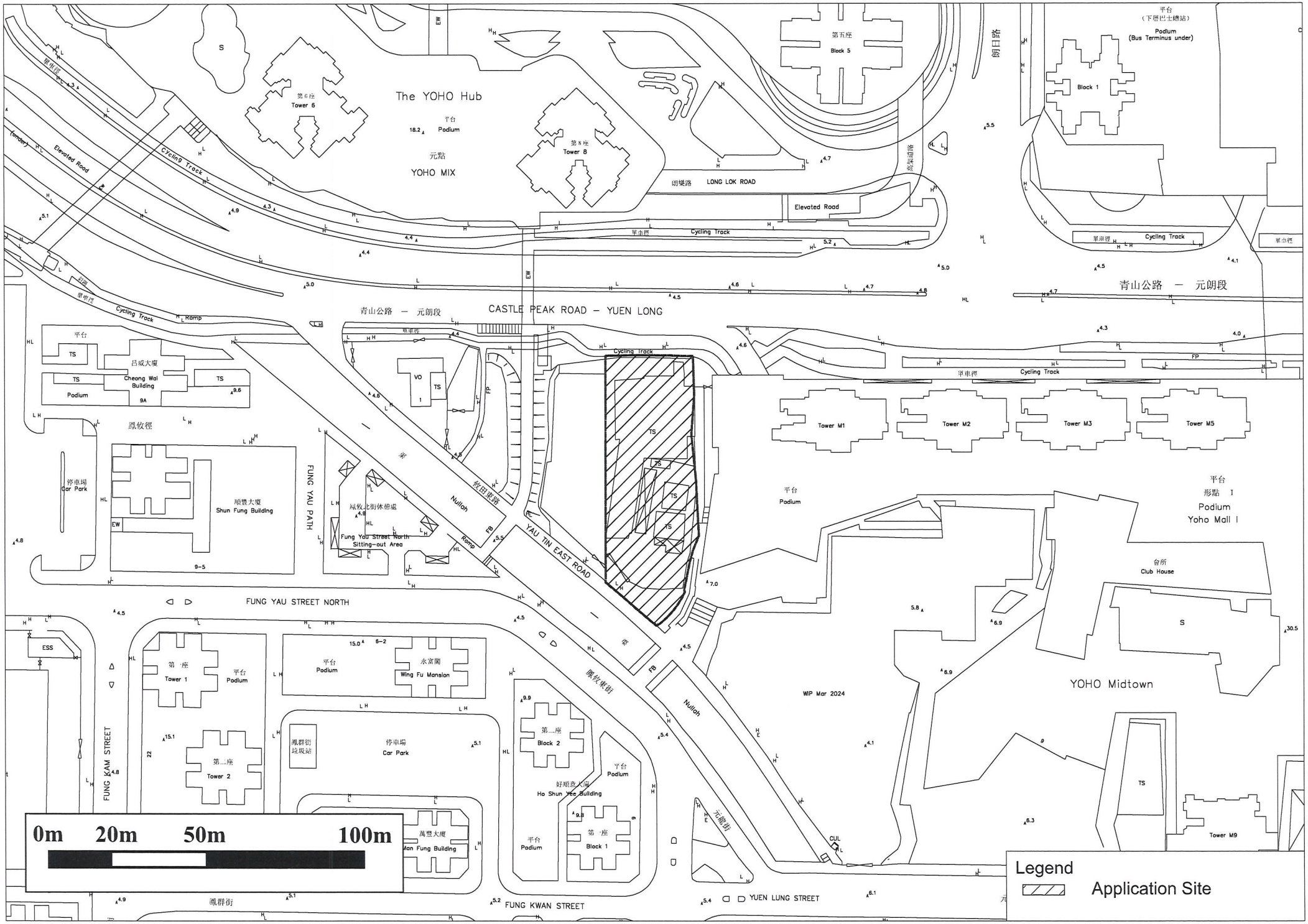
[redacted]


The YOHO Hub
平台
Podium
元點
YOHO MIX
第6座
Tower 6
第8座
Tower 8
第五座
Block 5
朗日路
平台
(下層巴士總站)
Podium
(Bus Terminus under)
Block 1
Elevated Road
Cycling Track
單車徑
朗樂路
LONG LOK ROAD
青山公路 — 元朗段
CASTLE PEAK ROAD – YUEN LONG
Ramp
平台
TS
呂威大廈
Cheong Wai Building
Podium
9A
鳳攸徑
停車場
Car Park
順豐大廈
Shun Fung Building
9-5
FUNG YAU PATH
鳳攸北街休憩處
Fung Yau Street North Sitting-out Area
Nullah
攸田東路
YAU TIN EAST ROAD
VO
Tower M1
Tower M2
Tower M3
Tower M5
平台
形點 I
Podium
Yoho Mall I
台所
Club House
YOHO Midtown
WIP Mar 2024
Tower M9
FUNG YAU STREET NORTH
ESS
第一座
Tower 1
平台
Podium
永富閣
Wing Fu Mansion
第二座
Tower 2
鳳群街
垃圾站
停車場
Car Park
萬豐大廈
Man Fung Building
FUNG KAM STREET
鳳攸東街
第二座
Block 2
好順意大廈
Ho Shun Yee Building
第一座
Block 1
元龍街
鳳群街
FUNG KWAN STREET
YUEN LUNG STREET
0m 20m 50m 100m
Legend
Application Site

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 **OUR REF.** : (110) in FSD GR 6-5/4 R Pt. 55
來函檔號 **YOUR REF.** : SHKCDA12EI02_0_0012L.24
電子郵件 **E-mail** : hkfsdenq@hkfsd.gov.hk
圖文傳真 **FAX NO.** : 2988 1196
電 話 **TEL NO.** : 2733 7896

18 October 2024

Ramboll Hong Kong Limited
[redacted]

By fax (3465 2899) only

Dear Mr CHIU,

Land Contamination Assessment Study
for Proposed Commercial Development
at Yuen Long CDA, Area 12, Phase IIa & IIb, NT
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 16.10.2024 regarding the captioned subject.

Your case is being handled, and a reply will be furnished to you as soon as possible. Please be advised that due to time lapse, this Department can only provide the following information for your requested information:

(i) Dangerous Goods Licence Record: from the year of 1990 to present moment.

(ii) Incident Record: Past three years of fire and special services incidents.

Please also submit the appointment letter from your client for record.

Should you have further questions, please feel free to contact the undersigned.

Yours sincerely,

(AU Ting-hin)
for Director of Fire Services

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

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BY:

本處檔號 **OUR REF.**	:	(149) in FSD GR 6-5/4 R Pt. 55
來函檔號 **YOUR REF.**	:	SHKCDA12EI02_0_0012L.24
電子郵件 **E-mail**	:	hkfsdenq@hkfsd.gov.hk
圖文傳真 **FAX NO.**	:	2988 1196
電　話 **TEL NO.**	:	2733 7896

31 October 2024

Ramboll Hong Kong Limited
[redacted]

Dear Mr. CHIU,

Land Contamination Assessment Study
for Proposed Commercial Development
at Yuen Long CDA, Area 12, Phase IIa & IIb, NT
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 16.10.2024 regarding the captioned request and reply below in response to your questions:-

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

If you have further questions, please feel free to contact the undersigned.

Ramboll Hong Kong
Project: SHKCDA12EI02-0-0012L.24
Maconomy no.: 338001261
Circulation: Read Action
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Gillian
Document Scan Yes No
Keep Hard Copy

Yours sincerely,

(AU Ting-hin)
for Director of Fire Services

RAMBOLL

Ref.: SHKCDA12EI02_0_0013L.24 16 October 2024

Planning Department
District Planning Branch
New Territories District Planning Division
Tuen Mun and Yuen Long West District Planning Office
14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road
Sha Tin, New Territories

By Fax (2489 9711) & Post

Dear Sir / Madam,

Land Contamination Assessment Study for Proposed Commercial Development at Yuen Long CDA, Area 12, Phase IIa & IIb, N.T.

We are conducting a Land Contamination Assessment Study for Proposed Commercial Development at Yuen Long CDA, Area 12, Phase IIa & IIb, N.T. As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the Application Site are required as part of the vetting process.

Of particular interests are current and historical site information, any change on the land use, future land use and any information relating to land contamination issues of the Application Site. We enclosed herewith a site map showing the location of the Application Site for your reference.

Due to the urgency of the project, we would be much appreciated if you could provide the requested information by **28 October 2024**.

Should you have any queries, please do not hesitate to contact th[redacted] We sincerely seek your feedback on this matter. Thank you in advance for any assistance you can provide.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Calvin Chiu
Technical Director

Enclosure: Location Plan of the Application Site

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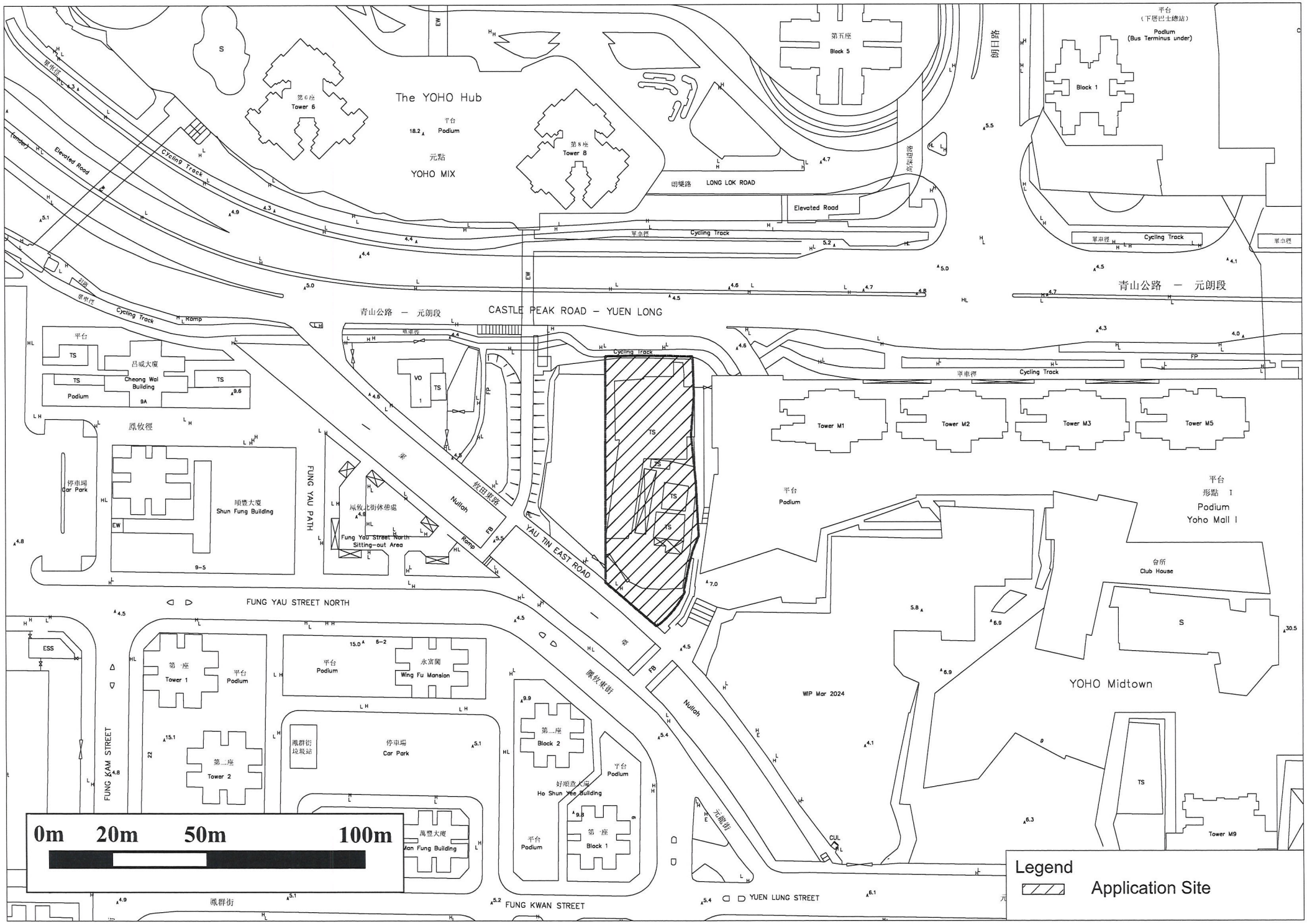
[redacted]


The YOHO Hub
平台
Podium
元點
YOHO MIX
第6座
Tower 6
第8座
Tower 8
第五座
Block 5
朗日路
平台
（下層巴士總站）
Podium
(Bus Terminus under)
Block 1
朗樂路
LONG LOK ROAD
Elevated Road
Cycling Track
單車徑
青山公路 — 元朗段
CASTLE PEAK ROAD – YUEN LONG
Ramp
平台
TS
昌威大廈
Cheong Wai Building
Podium
9A
鳳攸徑
停車場
Car Park
順豐大廈
Shun Fung Building
9-5
FUNG YAU PATH
鳳攸北街休憩處
Fung Yau Street North Sitting-out Area
攸田東路
Nullah
YAU TIN EAST ROAD
Tower M1
Tower M2
Tower M3
Tower M5
平台
形點 I
Podium
Yoho Mall I
會所
Club House
YOHO Midtown
WIP Mar 2024
FUNG YAU STREET NORTH
ESS
第一座
Tower 1
平台
Podium
永富閣
Wing Fu Mansion
第二座
Tower 2
鳳群街
垃圾站
停車場
Car Park
第二座
Block 2
好順意大廈
Ho Shun Yee Building
第一座
Block 1
萬豐大廈
Man Fung Building
鳳攸東街
元龍街
FUNG KAM STREET
鳳群街
FUNG KWAN STREET
YUEN LUNG STREET
Tower M9
0m 20m 50m 100m
Legend
Application Site

By Post and Fax [redacted]

規劃署

屯門及元朗西規劃處
香港新界沙田上禾輋路一號
沙田政府合署 14 樓

Planning Department

Tuen Mun and Yuen Long West
District Planning Office
14/F., Sha Tin Government Offices,
1 Sheung Wo Che Road, Sha Tin,
N.T., Hong Kong

來函檔號	Your Reference :	SHKCDA12EI02_0_0013L.24
本署檔號	Our Reference :	PDYL 5/7/116-52
電話號碼	Tel. No. :	2158 6306
傳真機號碼	Fax No. :	2489 9711

24 October 2024

Ramboll Hong Kong Limited
[redacted]

Dear Mr. CHIU,

Land Contamination Assessment Study for Proposed Commercial Development at Yuen Long CDA, Area 12, Phases IIa & IIb, New Territories

I refer to your letter dated 16.10.2024 regarding the subject matter.

Please note that it is not under this office's purview to provide any input on the land contamination information for the subject site. Should you wish to learn more about the statutory planning matters for the subject site, you can visit the Town Planning Board Website (https://www.tpb.gov.hk/en/) or one of our Planning Enquiry Counters (https://www.pland.gov.hk/pland_en/access/pec/index.html) during their opening hours.

Yours sincerely,

(Ajyum CHAN)
for District Planning Officer/
Tuen Mun and Yuen Long West
Planning Department

RAMBOLL

Ref.: SHKCDA12EI02_0_0014L.24 16 October 2024

Lands Department
Land Administration Office
District Lands Office, Yuen Long
7th-11th floors, Yuen Long Government Offices, 2 Kiu Lok Square
Yuen Long, New Territories

By Fax (2473 3134) & Post

Dear Sir / Madam,

Land Contamination Assessment Study for Proposed Commercial Development at Yuen Long CDA, Area 12, Phase IIa & IIb, N.T.

We are conducting a Land Contamination Assessment Study for Proposed Commercial Development at Yuen Long CDA, Area 12, Phase IIa & IIb, N.T. As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the Application Site are required as part of the vetting process.

Of particular interests are information on spillage accidents, illegal/contaminating land uses or uncontrolled dumping uses, current and historical land use/ short term tenancy information, and any information relating to land contamination issues of the Application Site. We enclosed herewith a site map showing the location of the Application Site for your reference.

Due to the urgency of the project, we would be much appreciated if you could provide the requested information by **28 October 2024**.

Should you have any queries, [redacted] l: [redacted] We sincerely seek your feedback on this matter. Thank you in advance for any assistance you can provide.

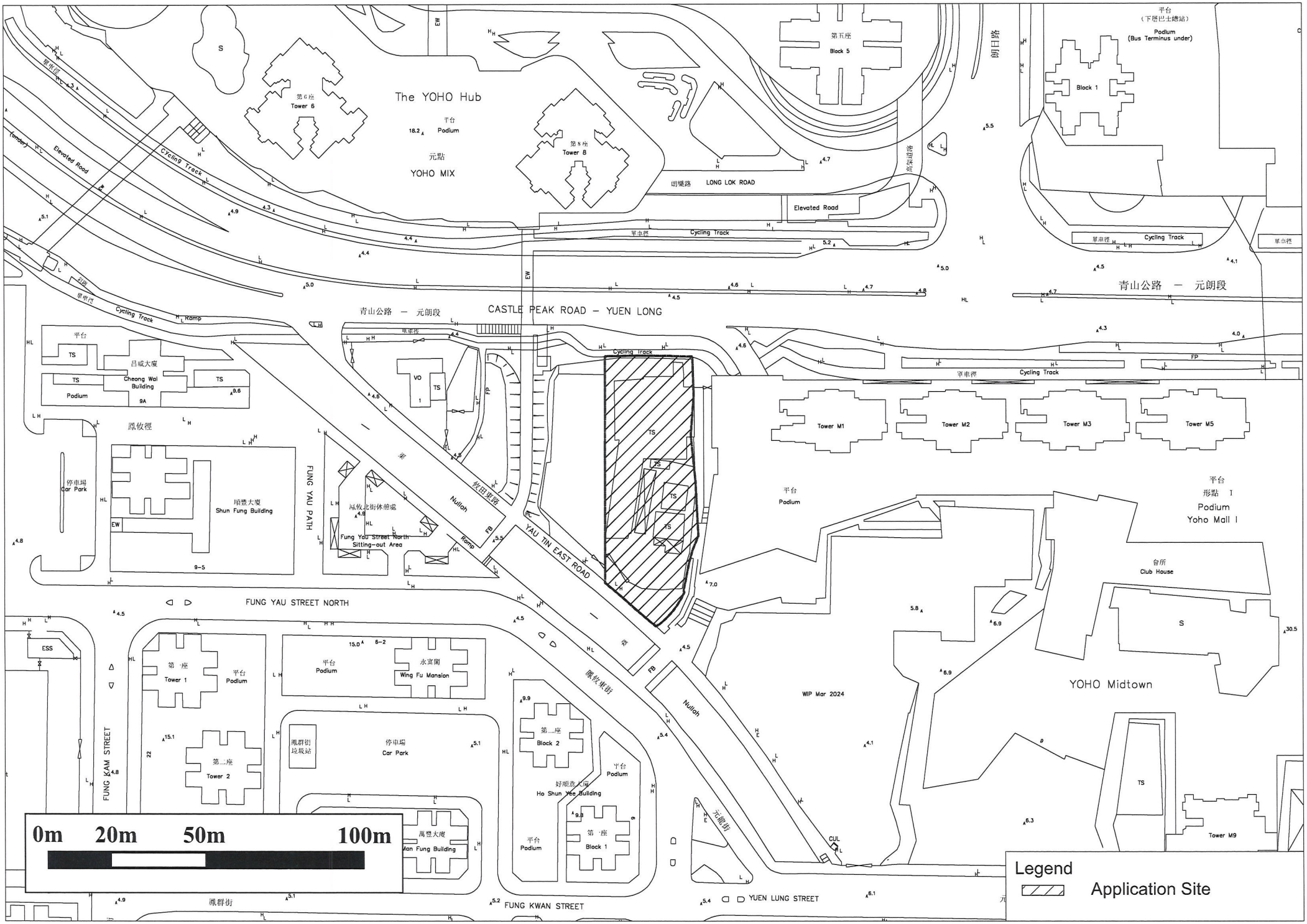
Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Calvin Chiu
Technical Director

Enclosure: Location Plan of the Application Site

Q:\Projects\SHKCDA12EI02\02 Project Management\02 Corr\SHKCDA12EI02_0_0014L.24.docx

[redacted]


The YOHO Hub
平台
Podium
元點
YOHO MIX
第6座
Tower 6
第8座
Tower 8
第五座
Block 5
朗日路
平台
(下層巴士總站)
Podium
(Bus Terminus under)
Block 1
朗樂路
LONG LOK ROAD
高架道路
Elevated Road
單車徑
Cycling Track
青山公路 — 元朗段
CASTLE PEAK ROAD – YUEN LONG
Ramp
呂威大廈
Cheong Wai Building
Podium
9A
鳳攸徑
停車場
Car Park
順豐大廈
Shun Fung Building
9-5
FUNG YAU PATH
鳳攸北街休憩處
Fung You Street North Sitting-out Area
攸田東路
Nullah
YAU TIN EAST ROAD
Tower M1
Tower M2
Tower M3
Tower M5
平台
形點 I
Podium
Yoho Mall I
會所
Club House
YOHO Midtown
WIP Mar 2024
FUNG YAU STREET NORTH
ESS
第一座
Tower 1
平台
Podium
永富閣
Wing Fu Mansion
鳳攸東街
FUNG KAM STREET
第二座
Tower 2
鳳群街
垃圾站
停車場
Car Park
第二座
Block 2
好順意大廈
Ho Shun Yee Building
第一座
Block 1
萬豐大廈
Man Fung Building
元朗街
Tower M9
0m 20m 50m 100m
鳳群街
FUNG KWAN STREET
YUEN LUNG STREET
Legend
Application Site

Susan Chan

From: leylen1@landsd.gov.hk
Sent: Thursday, October 31, 2024 9:34 AM
To: Calvin Chiu
Cc: esyln1@landsd.gov.hk; Susan Chan
Subject: Land Contamination Assessment Study - Yau Tin East Road, Yuen Long (YLTL533) (CDA12)
Attachments: Letter of Ramboll 16.10.2024.pdf; Letter of YLDLO 2.7.2024.pdf

Importance: High

> Some people who received this message don't often get email from leylen1@landsd.gov.hk. Learn why this is important

Dear Mr. Calvin Chiu,

I refer to your letter dated 16 October 2024 attached with site plan.

(File-Checksum-00000001)

Please note that position of YLDLO stated in letter of 2 July 2024(copy attached) still stands.

(File-Checksum-00000002)

Thanks and Regards,
Jacquelin LEE
LEE/N1, DLO/YL
Tel. no. 2443 3584

********** -COMM. JOURNAL- ********** DATE 04-JUL-2024 ***** TIME 16:31 ********

MODE = MEMORY TRANSMISSION START=04-JUL 16:30 END=04-JUL 16:31

FILE NO.=733

STN NO.	COMM.	ONE-TOUCH/ ABBR NO.	STATION NAME/EMAIL ADDRESS/TELEPHONE NO.	PAGES	DURATION
001	OK	[redacted]		001/001	00:00:40

-DLO/YUEN LONG -

***** UF-7300 ********** - - ***** - 852 2944 7902- *********

電話 Tel: 2443 3019
圖文傳真 Fax: 2473 3134
電郵地址 Email: csyln1@landsd.gov.hk
本署檔號 Our Ref: (36) in DLOYL 217/YLT/2013LS
來函檔號 Your Ref: SHKCDA12EI02_0_0005L.24

來函請註明本署檔號
Please quote our reference in your reply

地政總署
元朗地政處
DISTRICT LANDS OFFICE/
YUEN LONG
LANDS DEPARTMENT

我們矢志努力不懈，提供卓越成效的土地行政服務。
We strive to achieve excellence in land administration.

新界元朗協樂坊二號元朗政府合署七樓至十一樓
7/F-11/F, YUEN LONG GOVERNMENT OFFICES
2 KIU LOK SQUARE, YUEN LONG, N.T.

網址 Website : www.landsd.gov.hk

By Fax ([redacted]) & By Post

2 July 2024

Ramboll Hong Kong Limited
[redacted]

Dear Sir,

Land Contamination Assessment Study
For Proposed Hotel Development in D.D. 116,
Yau Tin East Road, Yuen Long (YLTL533) (CDA12)

I refer your letter dated 7 June 2024 which was received by this office on 12 June 2024.

2. This office does not keep the concerned information relating to land contamination issues of the Application Site. You may wish to seek further advice from relevant department such as the Environmental Protection Department or the registered owner of the application lot(s) if deemed necessary.

3. For your information, the proposed land exchange application for hotel development is handled by our Land Supply Section.

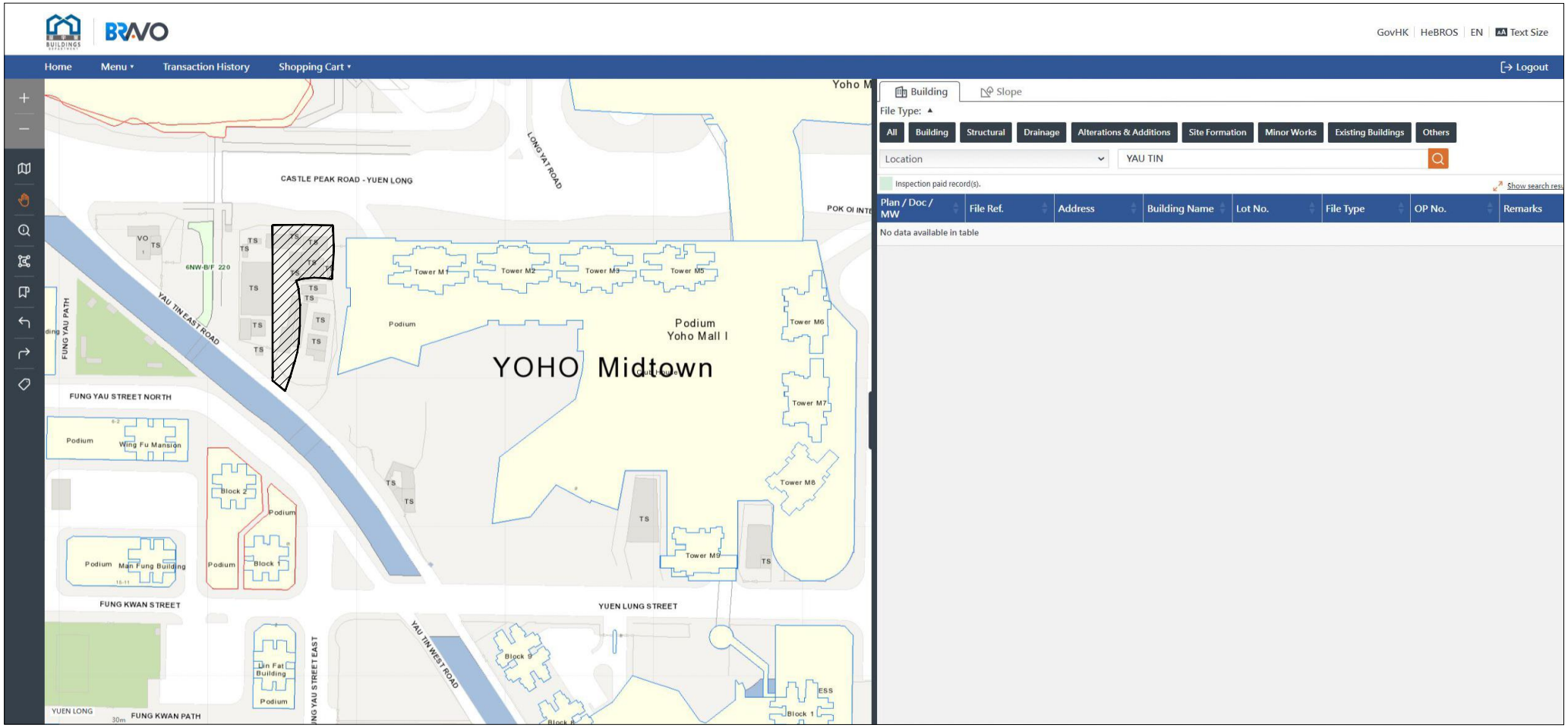
4. Should you have any queries, please feel free to contact the undersigned.

Yours faithfully,

(Himmy YEUNG)
for District Lands Officer, Yuen Long

This message including any attachment is intended for the use of the addressee only. It may contain information which is confidential and/or legally privileged. You are hereby notified that no unauthorised disclosure or use of this message is permitted. If you have received this message by mistake, please notify us immediately and delete or destroy this message as appropriate. Any liability arising from the use of this information is excluded.

Appendix 5.3 Screen Capture of BRAVO



Legend:

Phase IIa Development Site

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Appendix 5.4 Site Survey Record Plan

Site Walkover Checklist

Date of Site Visit: **18 November 2024**

GENERAL SITE DETAILS

SITE OWNER/CLIENT Sanfield Building Contractors Limited / Storage of used timber

PROPERTY ADDRESS Lots DD116 461 RP, 462 S.B, 463 S.B, 495 RP, Yuen Long, New Territories

PERSON CONDUCTING THE QUESTIONNAIRE

NAME Susan Chan

POSITION Environmental Consultant (Ramboll Hong Kong Limited)

AUTHORIZED OWNER/CLIENT REPRESENTATIVE (IF APPLICABLE)

NAME N/A

POSITION N/A

TELEPHONE N/A

SITE ACTIVITIES

Briefly describe activities carried out on site, including types of products/chemicals/materials handled. Obtain a flow schematic if possible.

Number of employees:	Full-time:	N/A
	Part-time:	N/A
	Temporary/Seasonal:	N/A
Maximum no. of people on site at any time:		N/A
Typical hours of operation:		N/A
Number of shifts:		N/A
Days per week:		N/A
Weeks per year:		N/A
Scheduled plant shut-down:		N/A

Detail the main sources of energy at the site:

Gas	~~Yes/No/~~N/A
Electricity	~~Yes/No/~~N/A
Coal	~~Yes/No/~~N/A
Oil	~~Yes/No/~~N/A
Other	~~Yes/No/~~N/A

SITE DESCRIPTION

This section is intended to gather information on site setting and environmental receptors on, adjacent or close to the site.

What is the total site area: Approximately 1,235m^2

What area of the site is covered by buildings (%): ~60% by temporary structures

Please list all current and previous owners/occupiers if possible.
Previous Occupiers: N/A
Current Occupiers: Private

Is a site plan available? If yes, please attach. ~~Yes~~/No

Are there any other parties on site as tenants or sub-tenants? ~~Yes~~/No

If yes, identify those parties: -

Describe surrounding land use (residential, industrial, rural, etc.) and identify neighbouring facilities and types of industry.

North: Traffic Road: Castle Peak Road – Yuen Long

South: Traffic Road: Yau Tin East Road

East: Residential: Approved SSF Development in Phase III
Residential: YOHO Midtown

West: GIC: Planned RCHE+SCCC+Youth Hostel

Site Walkover Checklist

Describe the topography of the area (flat terrain, rolling hills, mountains, by a large body of water, vegetation, etc.).

Flat terrain

State the size and location of the nearest residential communities.

YOHO Midtown, approved SSF development in Phase III

Are there any sensitive habitats nearby, such as nature reserves, parks, wetlands or sites of special scientific interest?

No

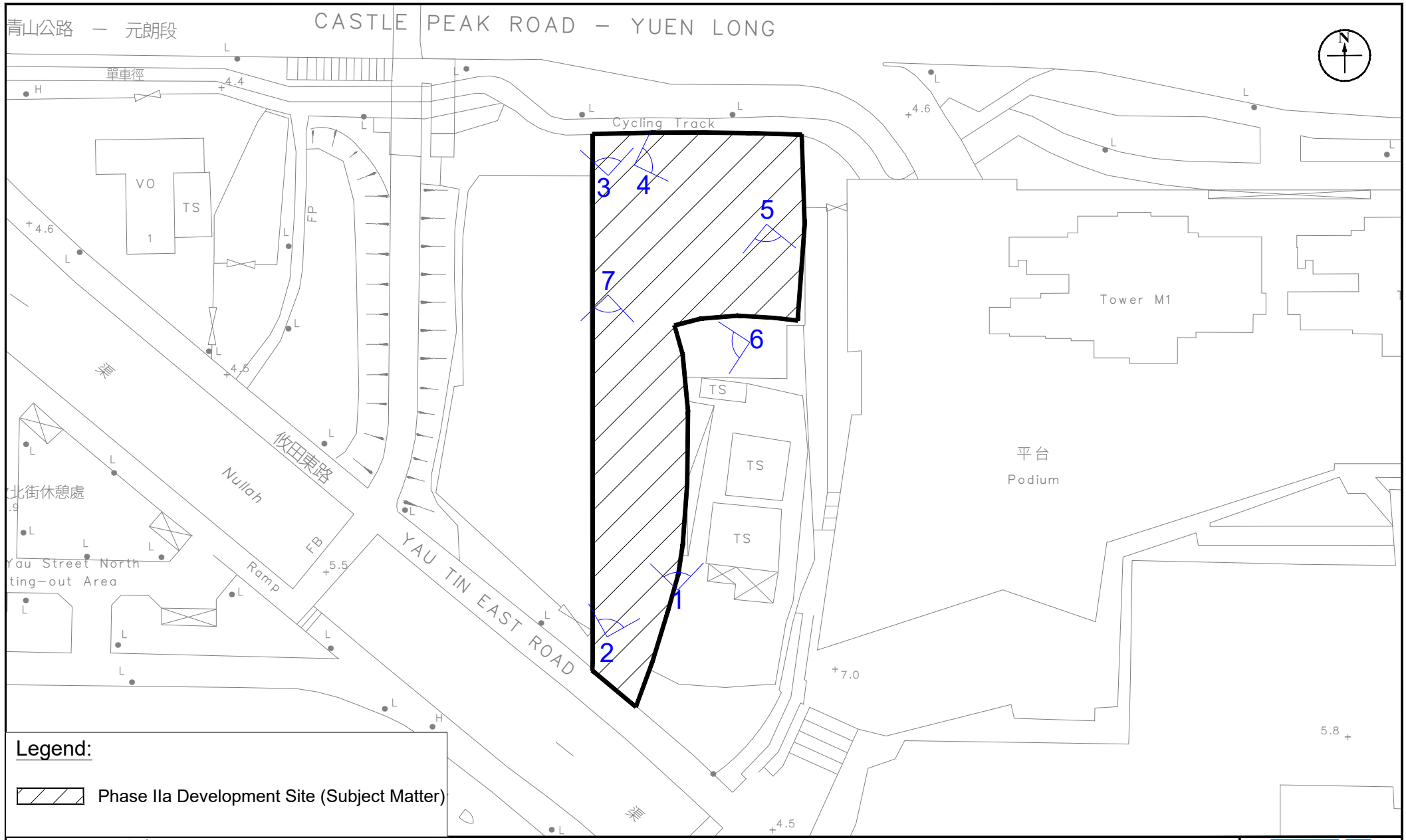
Questionnaire with Existing/Previous Site Owner or Occupier

Ref.		Yes/No	Notes
1.	What are the main activities/operations at the above address?	-	N/A
2.	How long have you been occupying the site?	-	N/A
3.	Were you the first occupant on site? (If yes, what was the usage of the site prior to occupancy?)	-	N/A
4.	Prior to your occupancy, who occupied the site?	-	N/A
5.	What were the main activities/operations during their occupancy?	-	N/A
6.	Have there been any major changes in operations carried out at the site in the last 10 years?	-	N/A
7.	Have any polluting activities been carried out in the vicinity of the site in the past?	-	N/A
8.	To the best of your knowledge, has the site ever been used as a petrol filling station/car service garage?	-	N/A
9.	Are there any boreholes/wells or natural springs either on the site or in the surrounding area?	-	N/A
10.	Do you have any registered hazardous installations as defined under relevant ordinances? (If yes, please provide details.)	-	N/A
11.	Are any chemicals used in your daily operations? (If yes, please provide details.)	-	N/A
	• Where do you store these chemicals?	-	N/A
12.	Material inventory lists, including quantities and locations available? (If yes, how often are these inventories updated?)	-	N/A
13.	Has the facility produced a separate hazardous substance inventory?	-	N/A
14.	Have there ever been any incidents or accidents (e.g. spills, fires, injuries, etc.) involving any of these materials? (If yes, please provide details.)	-	N/A

Ref.		Yes/No	Notes
15.	How are materials received (e.g. rail, truck, etc.) and stored on site (e.g. drums, tanks, carboys, bags, silos, cisterns, vaults and cylinders)?	-	N/A
16.	Do you have any underground storage tanks? (If yes, please provide details.)	-	N/A
	▪ How many underground storage tanks do you have on site?	-	N/A
	▪ What are the tanks constructed of?	-	N/A
	▪ What are the contents of these tanks?	-	N/A
	▪ Are the pipelines above or below ground?	-	N/A
	▪ If the pipelines are below ground, has any leak and integrity testing been performed?	-	N/A
	▪ Have there been any spills associated with these tanks?	-	N/A
17.	Are there any disused underground storage tanks?	-	N/A
18.	Do you have regular check for any spillage and monitoring of chemicals handled? (If yes, please provide details.)	-	N/A
19.	How are the wastes disposed of?	-	N/A
20.	Have you ever received any notices of violation of environmental regulations or received public complaints? (If yes, please provide details.)	-	N/A
21.	Have any spills occurred on site? (If yes, please provide details.)	-	N/A
	• When did the spill occur?	-	N/A
	• What were the substances spilled?	-	N/A
	• What was the quantity of material spilled?	-	N/A
	• Did you notify the relevant departments of the spill?	-	N/A
	• What were the actions taken to clean up the spill?	-	N/A
	• What were the areas affected?	-	N/A
22.	Do you have any records of major renovation of your site or rearrangement of underground utilities, pipe work/underground tanks (If yes, please provide details.)	-	N/A
23.	Have disused underground tanks been removed or otherwise secured (e.g. concrete, sand, etc.)?	-	N/A
24.	Are there any known contaminations on site? (If yes, please provide details.)	-	N/A
25.	Has the site ever been remediated? (If yes, please provide details.)	-	N/A

Observations

Ref.		Yes/No	Notes
1.	Are chemical storage areas provided with secondary containment (i.e. bund walls and floors)?	-	No chemical storage area observed.
2.	What are the conditions of the bund walls and floors?	-	N/A
3.	Are any surface water drains located near to drum storage and unloading areas?	-	N/A
4.	Are any solid or liquid waste (other than wastewater) generated at the site? (If yes, please provide details.)	Yes	General Refuse
5.	Is there a storage site for the wastes?	Yes	-
6.	Is there an on-site landfill?	No	-
7.	Were any stressed vegetation noted on site during the site reconnaissance? (If yes, please indicate location and approximate size.)	No	-
8.	Were any stained surfaces noted on-site during the site reconnaissance? (If yes, please provide details.)	No	-
9.	Are there any potential off-site sources of contamination?	No	-
10.	Does the site have any equipment which might contain polychlorinated biphenyls (PCBs)?	No	-
11.	Are there any sumps, effluent pits, interceptors or lagoons on site?	No	-
12.	Any noticeable odours during site walkover?	No	-
13.	Are any of the following chemicals used on site: fuels, lubricating oils, hydraulic fluids, cleaning solvents, used chemical solutions, acids, anti-corrosive paints, thinners, coal, ash, oily tanks and bilge sludge, metal wastes, wood preservatives and polyurethane foam?	No	-



Legend:

Phase IIa Development Site (Subject Matter)

Appendix: 5.4	RAMBOLL
Title: Location of the photos taken on 18 November 2024	Drawn by: SC
	Checked by: CC
Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)	Rev.: 1.0
	Date: Jul 2025

Q:\Projects\SHKCDA12EI02\04 Deliverables\02 EA Report\01 Figures\Figures.dwg

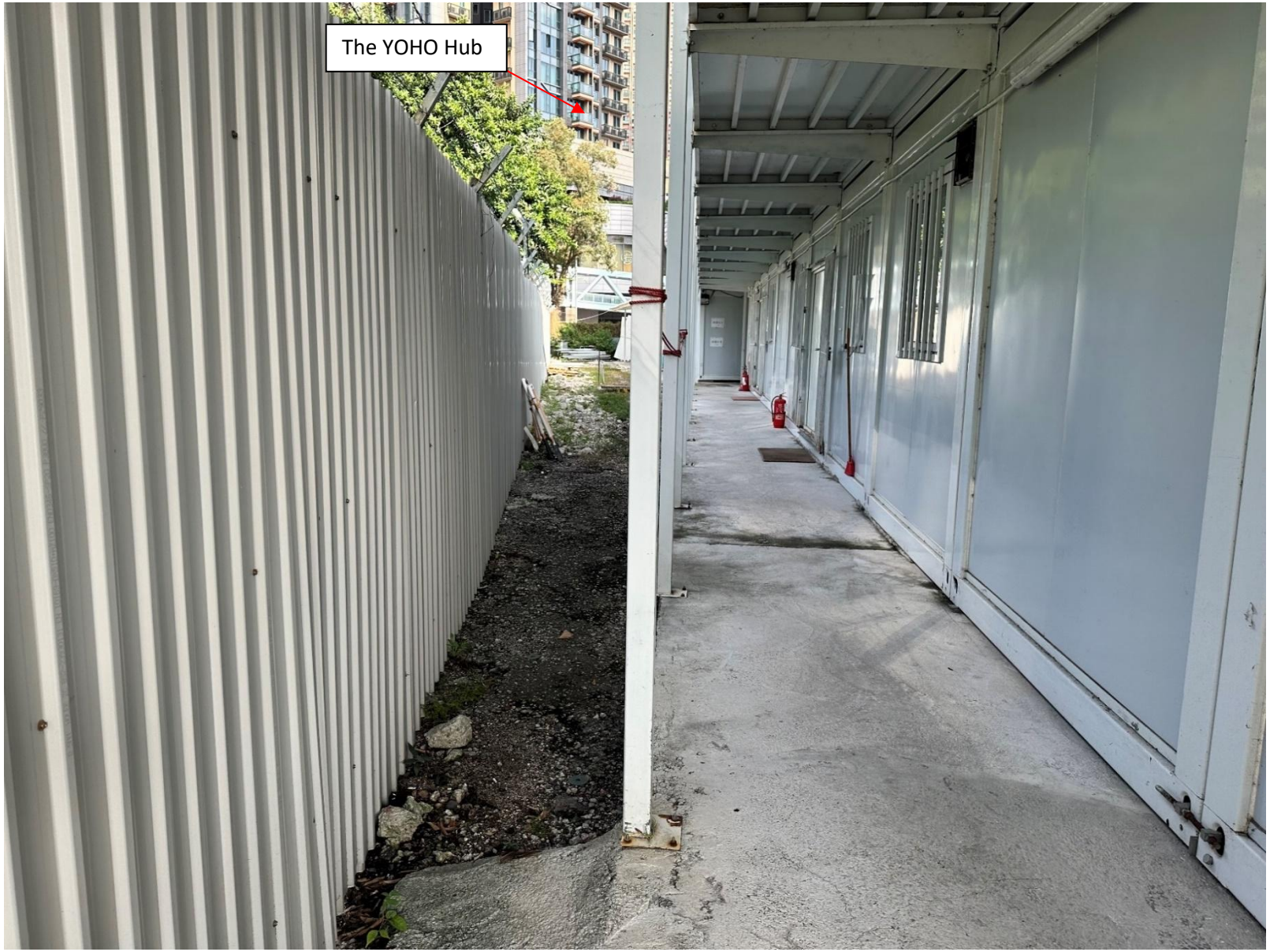
Appendix 5.4: Photo 1 – Temporary Structure within the Phase II Development Site

RAMBOLL

Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)

Rev.: 1.0

Date: Jul 2025



Appendix 5.4: Photo 2 – Construction Site Office within the Phase IIa Development Site

RAMBOLL

Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)

Rev.: 1.0

Date: Jul 2025

Appendix 5.4: Photo 3 – Northern portion of the Phase IIa Development Site

RAMBOLL

Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)

Rev.: 1.0

Date: Jul 2025

Appendix 5.4: Photo 4 – Northern portion of the Phase IIa Development Site

Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)

Rev.: 1.0

Date: Jul 2025

Appendix 5.4: Photo 5 – Construction Site Office within the Phase IIa Development Site

Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)

Rev.: 1.0

Date: Jul 2025

Appendix 5.4: Photo 6 – Construction Site Office within the Phase II Development Site

RAMBOLL

Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)

Rev.: 1.0

Date: Jul 2025

Appendix 5.4: Photo 7 – Construction Site Office within the Phase IIa Development Site

Project: Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)

Rev.: 1.0

Date: Jul 2025

Attachment 3

Revised Sewerage Impact Assessment

AECOM

Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)

Sewerage Impact Assessment

July 2026

Delivering a better world

Prepared by:

AECOM Asia Company Limited
19/F, Tower A, 83 King Lam Street, Cheung Sha Wan, Kowloon
Hong Kong
aecom.com

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This document has been prepared by AECOM Asia Company Limited (“AECOM”) for sole use of our client (the “Client”) in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

1. Introduction 1
1.1 Background 1
1.2 Objective of this Submission 1
1.3 Nomenclature 2
2. Development Proposal 3
2.1 The Proposed Development 3
3. Assessment Methodology 4
3.1 Overview of Methodology 4
3.2 Unit Flow Factors 4
3.3 Design Population 4
4. Sewerage Impact Assessment 5
4.1 Site Description 5
4.2 Existing and Planned Sewerage System 5
4.3 Sewage Estimation for the Proposed Development 5
5. Potential Sewerage Impacts and Mitigation Measures 7
5.1 Potential Sewerage Impacts 7
5.2 Proposed Mitigation Measures 7
6. Maintenance Responsibility 8
6.1 Proposed Sewage Terminal Manholes 8
6.2 Proposed External Sewer and Manhole 8
7. Conclusion 8

Tables

Table 1 – Nomenclature 2
Table 2 – Development Schedule 3
Table 3 – Unit Flow Factors adopted in Sewerage Impact Assessment 4
Table 4 – Total Workers for Phase IIa Development 4
Table 5 – Sewage Estimation for the Proposed Development 6

Figures

SIA/Figure 1 Site Location Plan

SIA/Figure 2 Master Layout Plan

SIA/Figure 3 Existing Sewerage Layout Plan

SIA/Figure 4 Proposed Sewerage Layout Plan

Appendices

Appendix 1 Sewage Estimation for Phase IIa Development

Appendix 2 Extract from the Approved SIA under Planning Application No. A/YL/298

Appendix 3 Hydraulic Calculations

1. Introduction

1.1 Background

1.1.1 AECOM Asia Company Limited (AECOM) was commissioned by the project proponent to act as the engineering consultant to conduct a Sewerage Impact Assessment (SIA) to support the Proposed Commercial Development to the south of Castle Peak Road, Yuen Long, New Territories.

1.1.2 This planning application is submitted for proposed commercial development in Phase IIa of a Comprehensive Commercial/Residential Development at the "Comprehensive Development Area" ("CDA") to the immediate south of Castle Peak Road in Area 12, Yuen Long. The location plan is shown in **SIA/Figure 1**.

1.1.3 The Application Site is zoned "CDA" under the Draft Yuen Long Outline Zoning Plan (OZP) No. S/YL/28 and is the subject of various previously approved planning applications for comprehensive commercial/residential development between 1995 and 2023. Due to multiple ownership involved, a phased development approach has all along been adopted for the various development proposals approved therein.

1.1.4 According to the latest planning application No. A/YL/298 for proposed subsidized sale flats (SSF) and social welfare facility (SWF) development approved on 31.3.2023 (hereafter referred to as the "Approved CDA Development") for the subject "CDA" site, the Approved CDA Development is divided into three phases, including Phase I (i.e. the completed commercial/residential development known as the completed YOHO Midtown at the northern and eastern portions), Phases IIa & IIb (i.e. the approved hotel and flats development at the northwestern portion), and Phase III (i.e. the proposed SSF and SWF under the approved application at the southwestern portion).

1.1.5 It should be emphasized that the subject matter of the current planning application is the proposed change in Phase IIa to commercial development only. No change is proposed for Phases I, IIb and III developments within the same "CDA" zone. Under the Approved CDA Development, Phase IIa was proposed for hotel development. However, in order to contribute to achieving home-job balance and creating a mixed-use neighbourhood in Yuen Long District, Phase IIa is now proposed to be a commercial/office development with supporting commercial/retail facilities.

1.1.6 This SIA report serves as a supporting document for the S16 Planning Application for amendments to an approved master layout plan. Since the SIA for the "CDA" had already been approved in March 2026 under approval conditions of planning application No. A/YL/298 with allowances made for sewage discharge from Phase IIa development, relevant comparisons will be made in this report.

1.2 Objective of this Submission

1.2.1 This report outlines the assessment results of the potential sewerage impacts caused by the Proposed Development at Phase IIa of the Application Site. The main objectives of this assessment include the following:

(i) Review the existing sewerage conditions;

(ii) Outline the methodology adopted in this assessment;

(iii) Identify any potential impacts on the current sewerage system due to the sewage discharge from the proposed development in Phase IIa and the existing developments nearby, and compare with the Previously Approved Scheme under planning application No. A/YL/298;

(iv) Propose sewerage mitigation measures where appropriate to mitigate the potential sewerage impacts.

1.3 Nomenclature

1.3.1 The following abbreviations and shortened expressions in **Table 1** are adopted in this report.

ADWF	Average Dry Weather Flow
AECOM	AECOM Asia Company Limited
DSD	Drainage Services Department
EPD	Environmental Protection Department
GESF	Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0 (EPD)
GFA	Gross Floor Area
HKPSG	Hong Kong Planning Standards and Guidelines
mPD	Metres above Principal Datum
PlanD	Planning Department
SM(I)	Sewerage Manual Part 1 (3rd Edition, DSD)
SIA	Sewerage Impact Assessment
UFF	Unit Flow Factor

Table 1 – Nomenclature

2. Development Proposal

2.1 The Proposed Development

2.1.1 The Phase IIa development site area is approximately 1,230m^2 with a proposed total non-domestic Gross Floor Area (GFA) of not more than 12,207m^2, comprising a commercial/office space of about 11,607m^2 and commercial/retail area of about 600m^2. The tentative intake year for the Phase IIa development is 2030.

2.1.2 The Master Layout Plan (MLP) of the Proposed Development is shown in **SIA/Figure 2** and the proposed development schedule is summarised in **Table 2** below.

Development Parameters (1)	**Phase IIa**
Development Site Area	About 1,230m^2
Total Non-domestic GFA for Proposed Commercial Development (2) - Commercial/Office - Commercial/Retail	Not more than 12,207m^2 About 11,607m^2 About 600m^2
Total Non-domestic Plot Ratio	About 9.93
Maximum Site Coverage	Not exceeding 24m: Not more than 92% Above 24m: Not more than 65%
Maximum Building Height (to the main roof)	Not more than 145mPD
Total No. of Storeys (3)	29 storeys
No. of Blocks	1

Table 2 – Development Schedule

Remarks:

(1) Development parameters shown on this indicative development schedule are for Phase IIa development only (i.e. subject matter of the current planning application).

(2) Including 'Office', 'Eating Place', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'.

(3) Including 23 commercial / office storeys + 2 commercial / retail storeys (including M/F) + 4 storeys for E&M, carpark and entrance lobby; excluding 1 refuge floor and transfer plate.

3. Assessment Methodology

3.1 Overview of Methodology

3.1.1 The estimation of non-domestic sewage flow for the proposed development is in accordance with "*Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0*" (GESF) published by the Environmental Protection Department (EPD). The sewage design is in accordance with the Sewerage Manual published by Drainage Services Department (DSD). The sewage estimation is presented in **Appendix 2**.

3.1.2 The estimation of non-domestic population for the proposed development is in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) published by the Planning Department (PlanD).

3.1.3 According to GESF Table T-4, Catchment Inflow Factor (PCIF) of 1.0 for Yuen Long District Catchment is adopted for this design.

3.2 Unit Flow Factors

3.2.1 The adopted sewage unit flow factors for sewage estimation and calculation are summarized in **Table 3**.

Development Type	Flow Type	Unit Flow Factor (UFF) (m^3/head/day)
Commercial / Office	General	0.28
Retail (non-F&B)	J4	0.28
Food and Beverage (F&B)	J10	1.58

Table 3 – Unit Flow Factors adopted in Sewerage Impact Assessment

3.3 Design Population

3.3.1 For the non-domestic population, the worker density adopted for business use is made reference to HKPSG Chapter 5 Table 2. A summary of the Phase IIa's design population can be found in **Table 4** below.

Development Type	GFA (m^2)	Worker Density (m^2 GFA per worker)	Total no. of Workers
Commercial / Office	11,607	25	464
Retail (non-F&B)	360(1)	25	14
F&B	240(1)	25	10

Table 4 – Total Workers for Phase IIa Development

Remarks:

(1) Assume commercial/retail GFA comprises of 40% F&B and 60% non-F&B.

4. Sewerage Impact Assessment

4.1 Site Description

4.1.1 Phase IIa of the Application Site is bounded by Castle Peak Road – Yuen Long to the North and Yau Tin East Road to the South.

4.2 Existing and Planned Sewerage System

4.2.1 According to the GeoInfo Map, there is an existing 450mm diameter sewer along Yau Tin East Road discharging sewage to a downstream 600mm sewer at Castle Peak Road. There is also an existing 600mm diameter sewer along Castle Peak Road to be discharged to Au Tau Sewage Pumping Station. The existing sewerage network in the proximity of Phase IIa is in shown in **SIA/Figure 3**.

4.2.2 With reference to the approved SIA under planning application No. A/YL/298, to cater for the additional sewage generation from Phases IIa & IIb and III development, there would be two portions of sewage upgrading works to be carried out by Phase III development. Firstly, invert levels of sewers between FMH1019171 and FMH1019177 at Yau Tin East Road would be modified. Secondly, the sewers along Yau Tin East Road which was originally discharged towards Ping Shun Street Sewage Pumping Station would be diverted to the sewers running eastwards of Castle Peak Road, which ultimately discharges to Au Tau Sewage Pumping Station. The proposed sewerage system under Phase III development is extracted in **Appendix 2**. Phase III development is expected to complete by 2030, which matches the tentative intake year of Phase IIa.

4.3 Sewage Estimation for the Proposed Development

4.3.1 By adopting the aforementioned design parameters, the average dry weather flow (ADWF) generated from the proposed commercial development of Phase IIa is estimated to be about 149.2 m^3/day. The summary table is presented in **Table 5.** Detailed sewage flow estimations refer to **Appendix 1.**

Commercial / Office	
Employees	464
Unit Flow Factor for Commercial / Office (General)	0.28
Sewage Flow from Commercial / Office (m^3/day)	**130.0**
Retail (non-F&B)	
Employees	14
Unit Flow Factor for Retail (J4)	0.28
Sewage Flow from Retail (m^3/day)	**4.0**
Food and Beverage (F&B)	
Employees	10
Unit Flow Factor for F&B (J10)	1.58
Sewage Flow from F&B (m^3/day)	**15.2**
Overall Phase IIa Development	
Total Average Dry Daily Flow (ADWF) (m^3/day)	**149.2**
Peak Flow (L/s)	**10.36**

Table 5 – Sewage Estimation for the Proposed Development

4.3.2 The adopted peaking factor in accordance with GESF Table T-5 is 6 (population range less than 1,000). The peak flow generated from the proposed development is presented in **Table 5**.

5. Potential Sewerage Impacts and Mitigation Measures

5.1 Potential Sewerage Impacts

5.1.1 The sewage generated from Phase IIa is proposed to be discharged to the existing sewerage system to the South at Yau Tin East Road.

5.1.2 According to the approved SIA under planning application No. A/YL/298, in the assessment of the combined effect of Phase IIa, IIb and III development to the public sewers, a sewage generation of 150.1m^3/day is reserved for Phase IIa development. Extract of the sewage estimation in approved SIA refers to **Appendix 2**.

5.1.3 The estimated ADWF for the current proposed commercial development is 149.2m^3/day, which is less than the ADWF estimated for Phase IIa under the approved SIA mentioned in Section 5.1.2 (i.e. 150.1m^3/day).

5.1.4 While there is a net reduction in sewage generation by Phase IIa under this planning application, under the approved SIA of Phase III, it was assumed that Phase IIa sewage would be discharged to FMH1039606 at Castle Peak Road. However, under this planning application, Phase IIa sewage is instead proposed to be discharged to the existing sewer between FMH1019170 and FMH1019177 at Yau Tin East Road, which is upstream of FMH1039606. Hydraulic assessment due to the proposed change in discharge point is presented in **Appendix 3**, which indicates that with the proposed sewage upgrading works of Phase III development, the public sewers have sufficient capacity to cater for the discharge of the planned Phase IIa development and hence no adverse impact is envisaged.

5.2 Proposed Mitigation Measures

5.2.1 As mentioned in the previous sections, with the mitigation measures to be carried out by Phase III development, which is expected to be completed by 2030, no additional mitigation measure is necessary. Sewerage manhole FMH1 would be constructed between FMH1019170 and FMH1019177 at Yau Tin East Road to collect sewage discharge from Phase IIa. Proposed sewerage layout refers to **SIA/Figure 4**. As there may be overlap in construction period between Phase IIa and Phase III development, interfacing with Phase III development would be further coordinated during detailed design and construction stages of the development.

5.2.2 The exact alignment of the proposed internal sewer and the relevant design shall be further reviewed during the detailed design stage and will be submitted to the relevant government departments (e.g. DSD) for approval.

6. Maintenance Responsibility

6.1 Proposed Sewage Terminal Manholes

6.1.1 The development will be responsible for the construction and maintenance of all sewerage facilities within the Phase IIa Site Boundary, including all internal sewers and the sewage terminal manhole.

6.2 Proposed External Sewer and Manhole

6.2.1 The development is responsible for the construction of the proposed sewerage manholes with the associated sewers. Upon completion, the proposed external sewerage system (including the sewer between terminal manhole and public manhole) will be handed over to DSD for future maintenance.

7. Conclusion

7.1.1 The SIA for the Application Site was previously approved under planning application No. A/YL/298. Under this planning application, the MLP for Phase IIa is amended, and the sewerage impacts arising from Phase IIa development is assessed under this SIA.

7.1.2 Approximately 149.2m^3/day of sewage in ADWF would be generated from Phase IIa and conveyed to the existing sewerage system along Yau Tin East Road.

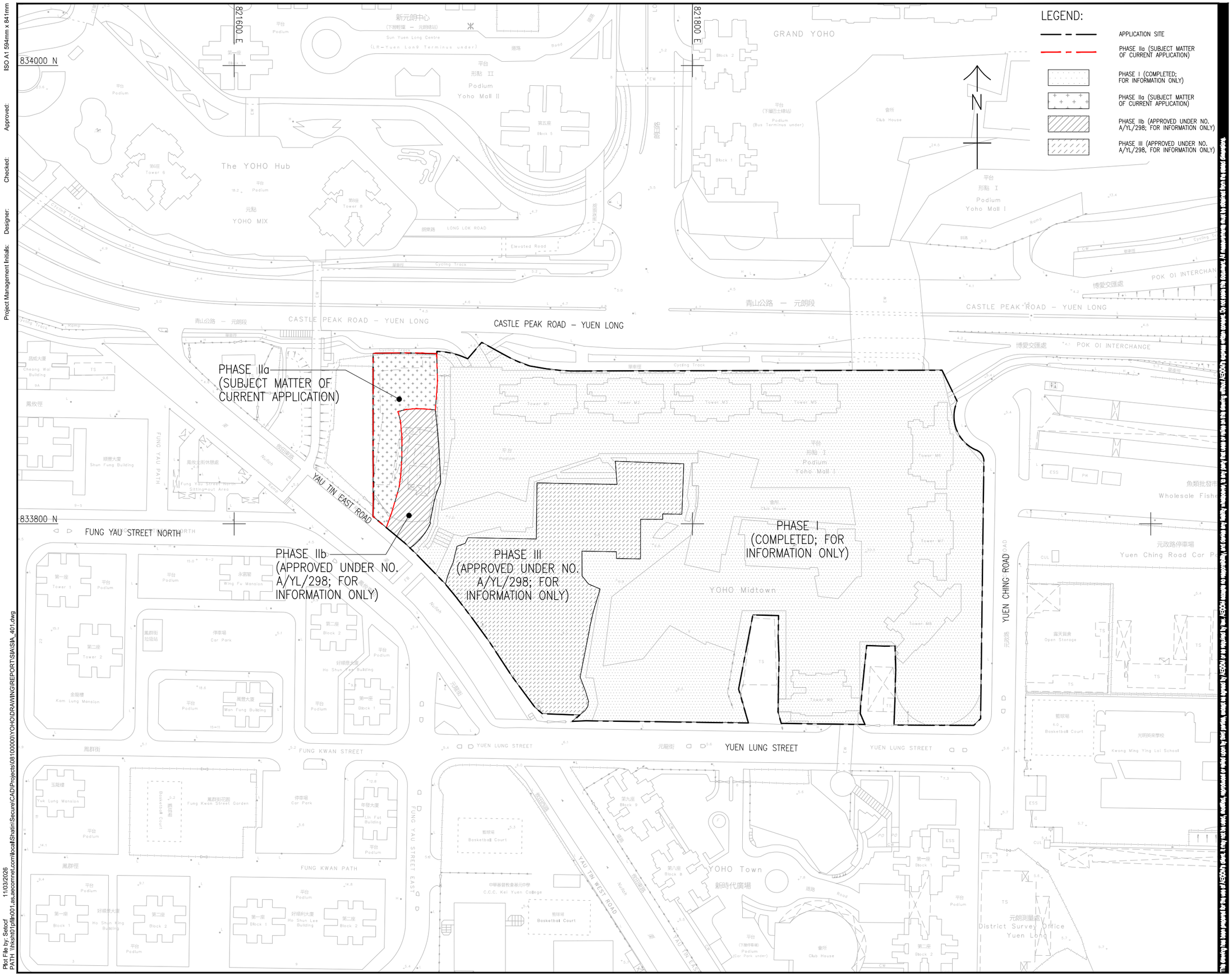
7.1.3 The sewage flow (ADWF) of the Proposed Commercial Development (current scheme) is reduced compared to the approved SIA under Application No. A/YL/298 and the proposed upgrading works by Phase III will be completed by 2030, i.e. same as the tentative completion year for the proposed commercial development.

7.1.4 Compared with the approved SIA under Phase III, an updated hydraulic assessment is presented in this SIA to relocate the sewage discharge point of Phase IIa from FMH1039606 at Castle Peak Road to between FMH1019170 and FMH1019177 at Yau Tin East Road.

7.1.5 Taking into account the above considerations, with the proposed mitigation measures by Phase III development, the Proposed Commercial Development in Phase IIa is therefore acceptable in sewerage terms.

End of Report

Figures



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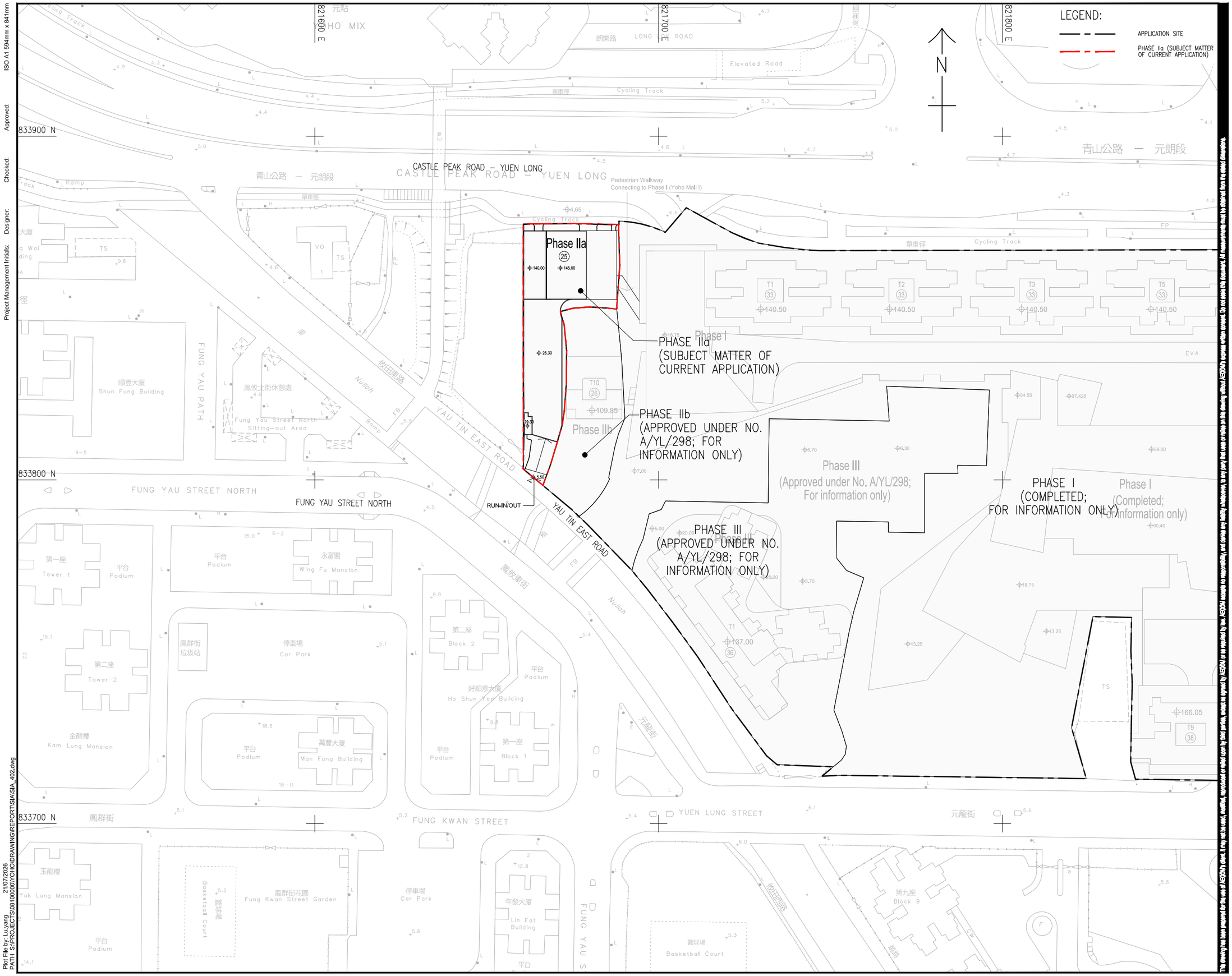
AGREEMENT NO. 合約編號:

SHEET TITLE
圖紙名稱

SITE LOCATION PLAN

SHEET NUMBER
圖紙編號

YOHO/SIA/FIGURE 1



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AGREEMENT NO. 合約編號:

SHEET TITLE
圖紙名稱

MASTER LAYOUT PLAN

SHEET NUMBER
圖紙編號

YOHO/SIA/FIGURE 2

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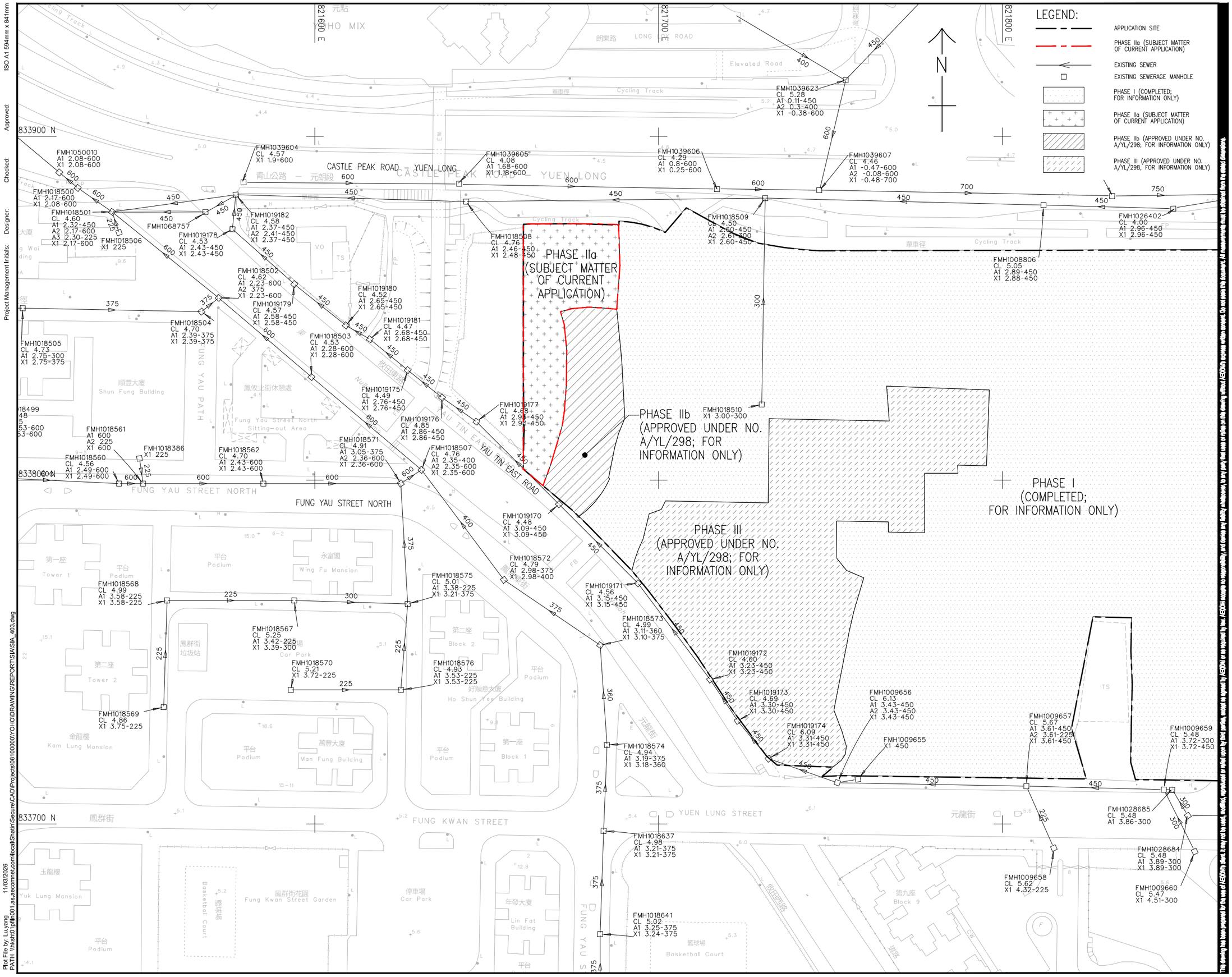

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SHEET TITLE
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YOHO/SIA/FIGURE 3

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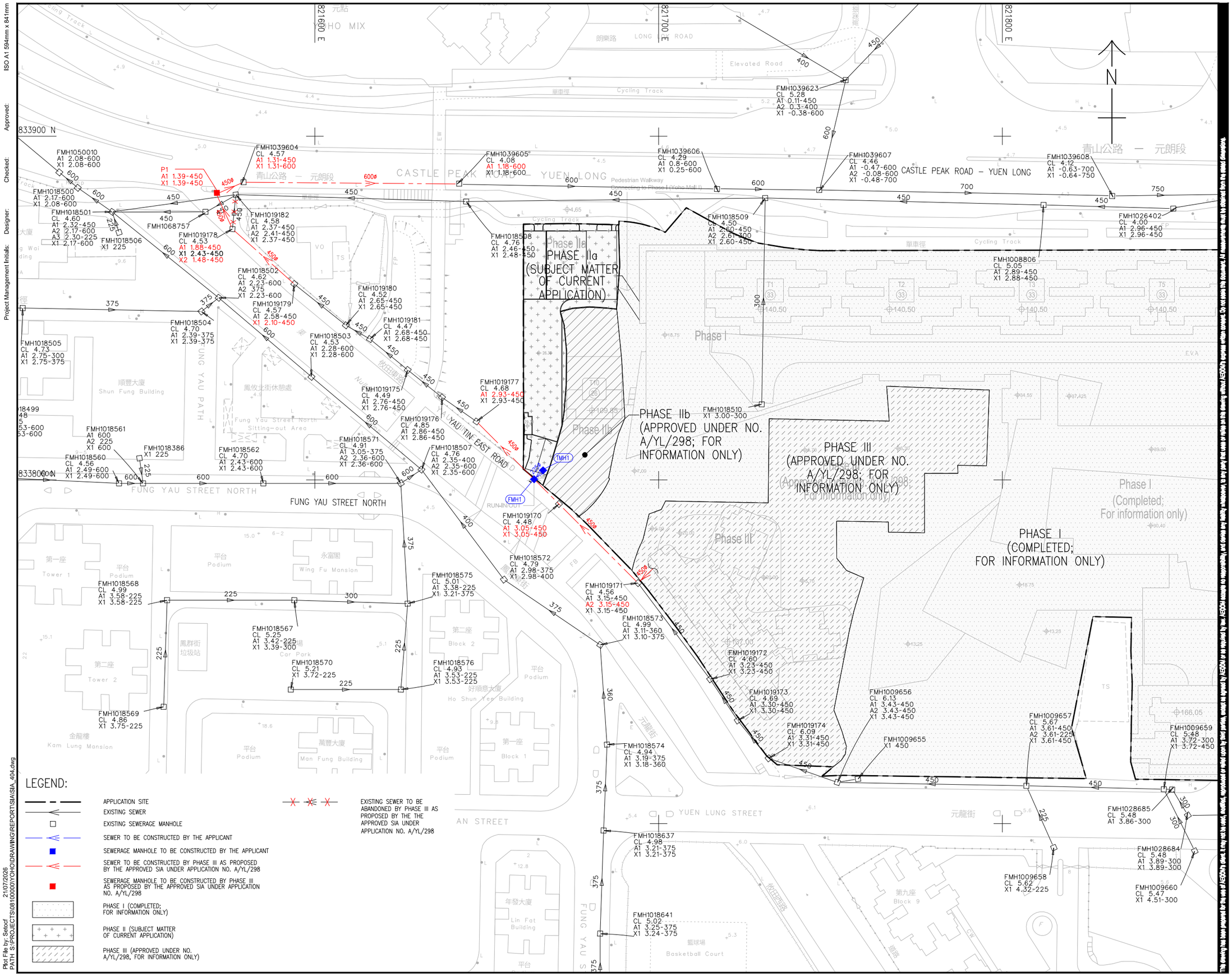

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- SEWER TO BE CONSTRUCTED BY THE APPLICANT
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- SEWER TO BE CONSTRUCTED BY PHASE III AS PROPOSED BY THE APPROVED SIA UNDER APPLICATION NO. A/YL/298
- SEWERAGE MANHOLE TO BE CONSTRUCTED BY PHASE III AS PROPOSED BY THE APPROVED SIA UNDER APPLICATION NO. A/YL/298
- PHASE I (COMPLETED; FOR INFORMATION ONLY)
- PHASE II (SUBJECT MATTER OF CURRENT APPLICATION)
- PHASE III (APPROVED UNDER NO. A/YL/298, FOR INFORMATION ONLY)
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SHEET NUMBER

YOHO/SIA/FIGURE 4

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Appendix 1

Sewage Estimation of Phase IIa Development

Estimation of Sewage of Phase IIa Development

Type	GFA (m^2)	Worker Density (m^2 per employee)	Employee	Unit Flow Factor (m^3/day/p)	Flow in ADWF (m^3/day)
Commercial / Office	11607.0	25	464	0.28	130.0
Retail Non-F&B (J4)	360.0	25	14	0.28	4.0
F&B (J10)*	240.0	25	10	1.58	15.2
				Total Phase IIa	**149.2**

*Assume 40% of Commercial/Retail GFA is F&B

Appendix 2

Extract from the Approved SIA under Planning Application No. A/YL/298

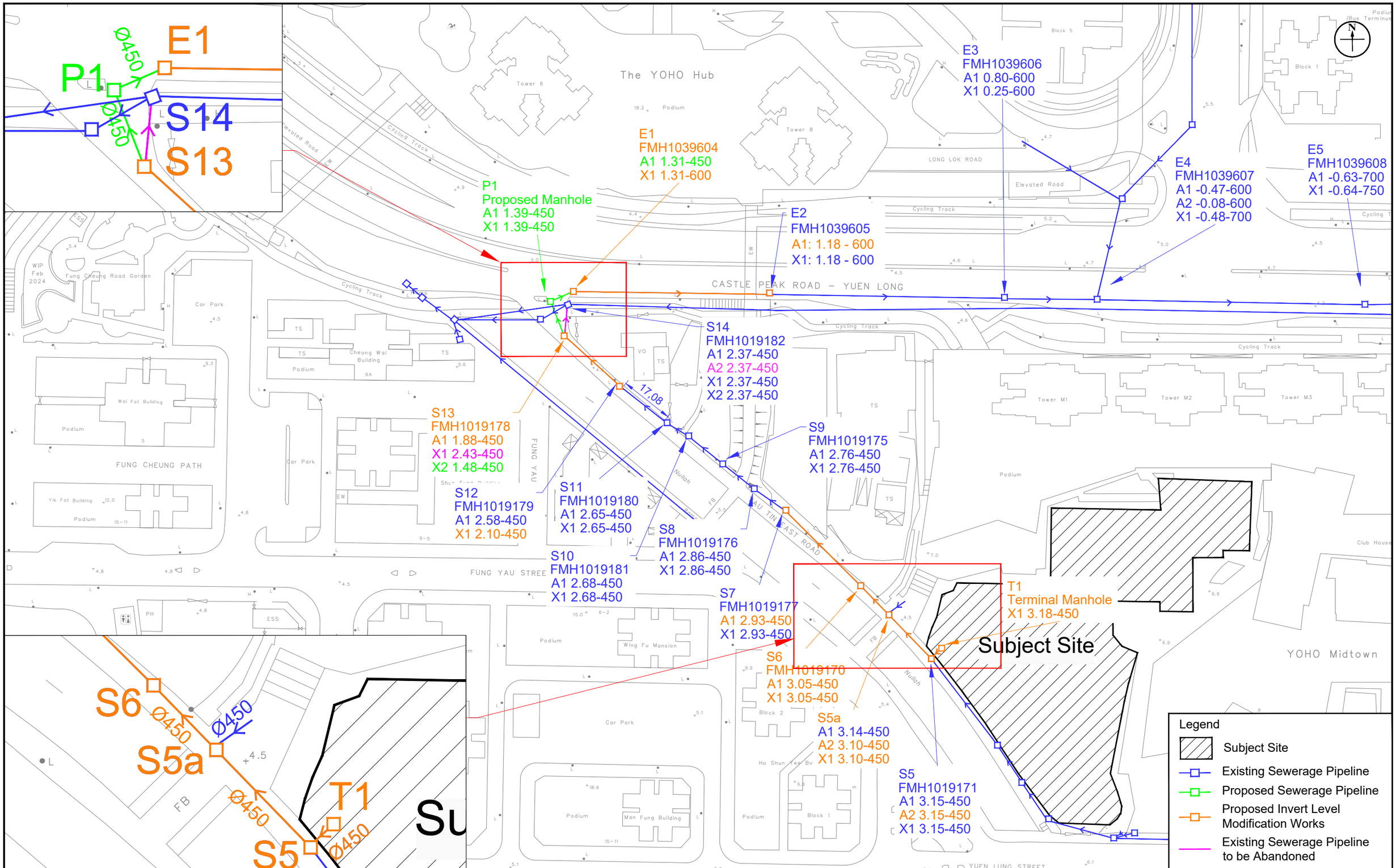

Figure:	2.2a	RAMBOLL
Title:	Proposed and Existing Sewerage System in the Vicinity of the Phase III Development	Drawn by: MW Checked by: CC
Project:	Approved Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development with Minor Relaxation of Plot Ratio Restriction for Phase III Development for Proposed Subsidised Sale Flats and Social Welfare Facility (Amendment to an Approval Master Layout Plan) in "Comprehensive Development Area" Zone and Area Shown as "Road", Yuen Long Town Lot 503, Lots 461 RP, 462 S.B, 463 S.B, 464 RP in D.D. 116 and Adjoining Government Land, Yuen Lung Street (Application No. A/YL/298)	Rev.: 1.3 Date: Dec 2025

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Table 3a Calculation for Sewage Generation Rate of the Existing Surrounding Building

Catchment C1 (E2)
1. Planned G/IC Site for Youth Hostel

ADWF	=	**171.8**	m^3/day -- from EPD

Overall Catchment C1 (E2)

Flow Rate (without Catchment Inflow Factor)	=	171.8	m^3/day
Catchment Inflow Factor	=	1.0	Catchment Inflow Factor for Yuen Long in Table T-4 of GEFS
Flow Rate (with Catchment Inflow Factor)	=	**171.8**	m^3/day

Catchment C2 (E3)
1. Planned Phase 2a Development

ADWF	=	**150.1**	m^3/day -- from EPD

reserved flow of Phase IIa, discharging to FMH1039606

2. Planned Phase 2b Development

Total number of units	=	156	units -- from Planning Application A/YL/205
Total number of residents	=	406	people -- (2021 Population Census: Average Household Size of 2.6 in Fung Cheung)
Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
Sewage Generation rate	=	**109.5**	m^3/day -- from Planning Application A/YL/205

Overall Catchment C2 (E3)

Flow Rate (without Catchment Inflow Factor)	=	259.6	m^3/day
Catchment Inflow Factor	=	1.0	Catchment Inflow Factor for Yuen Long in Table T-4 of GEFS
Flow Rate (with Catchment Inflow Factor)	=	**259.6**	m^3/day

Catchment D (E4) (Downstream)
1. Ying Lung Wai & Tsoi Uk Tsuen

Total number of unit	=	302	units
Population	=	785	people -- (2021 Population Census: Average Household Size of 2.6 in Shap Pat Heung North)
Design flow	=	0.37	m^3/person/day -- (Private R4 in Table T-1 of GESF)
Sewage Generation rate	=	**290.5**	m^3/day

2. Yoho Hub Tower 6 & Tower 8

Total number of unit	=	939	units
Population	=	2441	people -- (2021 Population Census: Average Household Size of 2.6 in Yuen Long)
Design flow	=	0.27	m^3/person/day -- (Private R2 in Table T-1 of GESF)
Sewage Generation rate	=	**659.2**	m^3/day

Clubhouse

Assumed Area	=	1326	m^2
Assumed floor area per employee	=	30.3	m^2 per worker -- (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
Total number of employees	=	44	employees
Design flow for commercial activities	=	0.28	m3/employee/day -- (refer to Table T-2 of GESF - J11)
Sewage Generation rate	=	**12.3**	m^3/day

Shopping Mall
Retail

Assumed Area	=	4950	m^2
Assumed floor area per employee	=	28.6	m^2 per employee -- (refer to Table 8 of CIFSUS -Retail Trade)
Total number of employees	=	173	employees
Design flow for commercial employee	=	0.28	m^3/employee/day -- (refer to Table T-2 of GESF - J4)
Sewage Generation rate	=	**48.5**	m^3/day

F&B

Assumed Area	=	4950	m^2
Assumed floor area per employee	=	19.6	m^2 per employee -- (refer to Table 8 of CIFSUS - Restaurant)
Total number of employees	=	252	employees
Design flow for commercial employee	=	1.58	m^3/employee/day -- (refer to Table T-2 of GESF - J10)
Sewage Generation rate	=	**398.8**	m^3/day

Overall Catchment D

Flow Rate (without Catchment Inflow Factor)	=	1409.3	m^3/day
Catchment Inflow Factor	=	1.0	Catchment Inflow Factor for Yuen Long in Table T-4 of GEFS
Flow Rate (with Catchment Inflow Factor)	=	**1409.3**	m^3/day

Table 2a Hydraulic Capacity of Existing Sewers (for Proposed Development and Surrounding Catchment Areas)

Segment	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
S5 - S5a	FMH1019171	-	450	18.0	3.15	3.14	9.81	0.00060	0.001	0.000001	0.47	0.16	0.07	75
S5a - S6	-	FMH1019170	450	11.9	3.14	3.09	9.81	0.00060	0.004	0.000001	1.31	0.16	0.21	209
S6 - S7	FMH1019170	FMH1019177	450	30.6	3.09	2.93	9.81	0.00060	0.005	0.000001	1.47	0.16	0.23	233
S7 - S8	FMH1019177	FMH1019176	450	12.4	2.93	2.86	9.81	0.00060	0.006	0.000001	1.52	0.16	0.24	242
S8 - S9	FMH1019176	FMH1019175	450	10.9	2.86	2.76	9.81	0.00060	0.009	0.000001	1.95	0.16	0.31	310
S9 - S10	FMH1019175	FMH1019181	450	11.8	2.76	2.68	9.81	0.00060	0.007	0.000001	1.67	0.16	0.27	266
S10 - S11	FMH1019181	FMH1019180	450	6.9	2.68	2.65	9.81	0.00060	0.004	0.000001	1.34	0.16	0.21	213
S11 - S12	FMH1019180	FMH1019179	450	16.3	2.65	2.58	9.81	0.00060	0.004	0.000001	1.33	0.16	0.21	211
S12 - S13	FMH1019179	FMH1019178	450	22.4	2.58	2.43	9.81	0.00060	0.007	0.000001	1.66	0.16	0.26	264

Table 2b Hydraulic Capacity of Existing and Proposed Sewers after Proposed Modification Works (for Proposed Development and Surrounding Catchment Areas)

Segment	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k_s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s^2	m		m^2/s	m/s	m^2	m^3/s	L/s
T1 - S5	T1	FMH1019171	450	4.7	3.18	3.15	9.81	0.00030	0.006	0.000001	1.76	0.16	0.28	280
S5 - S5a	FMH1019171	-	450	18.0	3.15	3.10	9.81	0.00030	0.003	0.000001	1.15	0.16	0.18	183
S5a - S6	-	FMH1019170	450	11.9	3.10	3.05	9.81	0.00030	0.004	0.000001	1.42	0.16	0.23	225
S6 - S7	FMH1019170	FMH1019177	450	30.6	3.05	2.93	9.81	0.00030	0.004	0.000001	1.37	0.16	0.22	218
S7 - S8	FMH1019177	FMH1019176	450	12.4	2.93	2.86	9.81	0.00060	0.006	0.000001	1.52	0.16	0.24	242
S8 - S9	FMH1019176	FMH1019175	450	10.9	2.86	2.76	9.81	0.00060	0.009	0.000001	1.95	0.16	0.31	310
S9 - S10	FMH1019175	FMH1019181	450	11.8	2.76	2.68	9.81	0.00060	0.007	0.000001	1.67	0.16	0.27	266
S10 - S11	FMH1019181	FMH1019180	450	6.9	2.68	2.65	9.81	0.00060	0.004	0.000001	1.34	0.16	0.21	213
S11 - S12	FMH1019180	FMH1019179	450	16.3	2.65	2.58	9.81	0.00060	0.004	0.000001	1.33	0.16	0.21	211
S12 - S13	FMH1019179	FMH1019178	450	22.4	2.10	1.88	9.81	0.00030	0.010	0.000001	2.18	0.16	0.35	347
S13 - P1	FMH1019178	-	450	11.8	1.48	1.39	9.81	0.00030	0.008	0.000001	1.92	0.16	0.30	305
P1 - E1	-	FMH1039604	450	7.9	1.39	1.31	9.81	0.00030	0.010	0.000001	2.21	0.16	0.35	351
E1 - E2	FMH1039604	FMH1039605	600	62.6	1.31	1.18	9.81	0.00030	0.002	0.000001	1.19	0.28	0.34	335
E2 - E3	FMH1039605	FMH1039606	600	74.5	1.18	0.80	9.81	0.00060	0.005	0.000001	1.74	0.28	0.49	491
E3 - E4	FMH1039606	FMH1039607	600	30.2	0.25	-0.08	9.81	0.00060	0.011	0.000001	2.55	0.28	0.72	720
E4 - E5	FMH1039607	FMH1039608	700	84.7	-0.48	-0.63	9.81	0.00300	0.002	0.000001	0.91	0.38	0.35	352
E5 - E6	FMH1039608	FMH1039609	750	36.1	-0.64	-0.73	9.81	0.00300	0.002	0.000001	1.13	0.44	0.50	501
E6 - E7	FMH1039609	FMH1039610	750	42.8	-0.75	-0.85	9.81	0.00300	0.002	0.000001	1.10	0.44	0.48	485
E7 - E8	FMH1039610	FMH1039611	750	24.9	-0.85	-0.91	9.81	0.00300	0.002	0.000001	1.11	0.44	0.49	492
E8 - E9	FMH1039611	FMH1039612	900	10.6	-0.92	-0.96	9.81	0.00300	0.004	0.000001	1.57	0.64	1.00	996
E9 - E10	FMH1039612	FMH1039613	900	19.2	-0.97	-1.01	9.81	0.00300	0.002	0.000001	1.17	0.64	0.74	742
E10 - E11	FMH1039613	FMH1039614	900	33.0	-1.02	-1.12	9.81	0.00300	0.003	0.000001	1.41	0.64	0.89	894
E11 - E12	FMH1039614	FMH1039615	900	17.7	-1.14	-1.19	9.81	0.00300	0.003	0.000001	1.36	0.64	0.86	865
E12 - E13	FMH1039615	FMH1039616	900	46.8	-1.19	-1.28	9.81	0.00300	0.002	0.000001	1.12	0.64	0.71	712
E13 - E14	FMH1039616	FMH1039617	900	58.1	-1.29	-1.42	9.81	0.00300	0.002	0.000001	1.21	0.64	0.77	768
E14 - E15	FMH1039617	FMH1039618	1200	130.5	-1.44	-1.68	9.81	0.00300	0.002	0.000001	1.32	1.13	1.49	1489
E15 - E16	FMH1039618	FMH1039619	900	20.6	-1.69	-1.74	9.81	0.00300	0.002	0.000001	1.26	0.64	0.80	800
E16 - E17	FMH1039619	FMH1039620	900	30.0	-1.75	-1.82	9.81	0.00300	0.002	0.000001	1.23	0.64	0.79	785
E17 - E18	FMH1039620	FMH1039621	900	30.6	-1.83	-1.90	9.81	0.00300	0.002	0.000001	1.22	0.64	0.78	777
E18 - E19	FMH1039621	FMH1039603	900	25.1	-1.91	-1.97	9.81	0.00300	0.002	0.000001	1.25	0.64	0.79	795
E19 - E20	FMH1039603	XPS1001707	900	9.3	-1.97	-2.02	9.81	0.00300	0.005	0.000001	1.77	0.64	1.13	1128

adopted ks value

Remarks:
(1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity
(2) Table 2: The value of k_s = 3.0mm is used for the calculation of slimed concrete sewer, poor condition (based on Table 5: Recommended roughness values in Sewerage Manual)
(3) Table 2: The value of k_s = 0.6mm is used for the calculation of slimed clayware sewer, poor condition (based on Table 5: Recommended roughness values in Sewerage Manual)
(4) Table 2: The value of k_s = 0.3mm is used for the calculation of slimed polyethylene for the proposed sewers, poor condition (based on Table 5: Recommended roughness values in Sewerage Manual)
(5) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)
(6) Equation used:

$$V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

Table 4a Comparison of the Hydraulic Capacity of Existing Sewers for Sewage Generated from the Proposed Development and Surrounding Catchment Areas

Segment	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Catchment Involved	ADWF (m^3/day)	Contributing Population	Peaking Factor	Peak Flow from the Proposed Development and Catchment Areas (L/s)	Contribution from the Proposed Development and the Surrounding Catchment Areas (%)	Status
S5 - S5a	450	18.0	0.001	75	S, A	3075	11390	4	142.4	190%	Not OK
S5a - S6	450	11.9	0.004	209	S, A, A1	3099	11478	4	143.5	69%	OK
S6 - S7	450	30.6	0.005	233	S, A, A1	3099	11478	4	143.5	62%	OK
S7 - S8	450	12.4	0.006	242	S, A, A1	3099	11478	4	143.5	59%	OK
S8 - S9	450	10.9	0.009	310	S, A, A1	3099	11478	4	143.5	46%	OK
S9 - S10	450	11.8	0.007	266	S, A, A1	3099	11478	4	143.5	54%	OK
S10 - S11	450	6.9	0.004	213	S, A, A1	3099	11478	4	143.5	68%	OK
S11 - S12	450	16.3	0.004	211	S, A, A1	3099	11478	4	143.5	68%	OK
S12 - S13	450	22.4	0.007	264	S, A, A1	3099	11478	4	143.5	54%	OK

Table 4b Comparison of the Hydraulic Capacity of Existing and Proposed Sewers after Proposed Modification Works for Sewerage Generated from the Proposed Development and Surrounding Catchment Areas

Segment	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Catchment Involved	ADWF (m^3/day)	Contributing Population	Peaking Factor	Peak Flow from the Proposed Development and Catchment Areas (L/s)	Contribution from the Proposed Development and the Surrounding Catchment Areas (%)	Status
T1 - S5	450	4.7	0.006	280	S	576	2134	6	40.0	14%	OK
S5 - S5a	450	18.0	0.003	183	S, A	3075	11390	4	142.4	78%	OK
S5a - S6	450	11.9	0.004	225	S, A, A1	3099	11478	4	143.5	64%	OK
S6 - S7	450	30.6	0.004	218	S, A, A1	3099	11478	4	143.5	66%	OK
S7 - S8	450	12.4	0.006	242	S, A, A1	3099	11478	4	143.5	59%	OK
S8 - S9	450	10.9	0.009	310	S, A, A1	3099	11478	4	143.5	46%	OK
S9 - S10	450	11.8	0.007	266	S, A, A1	3099	11478	4	143.5	54%	OK
S10 - S11	450	6.9	0.004	213	S, A, A1	3099	11478	4		68%	OK
S11 - S12	450	16.3	0.004	211	S, A, A1	3099	11478	4		68%	OK
S12 - S13	450	22.4	0.010	347	S, A, A1	3099	11478	4		41%	OK
S13 - P1	450	11.8	0.008	305	S, A, A1	3099	11478	4	143.5	47%	OK
P1 - E1	450	7.9	0.010	351	S, A, A1	3099	11478	4	143.5	41%	OK
E1 - E2	600	62.6	0.002	335	S, A, A1	3099	11478	4	143.5	43%	OK
E2 - E3	600	74.5	0.005	491	S, A, A1, C1	3271	12114	4	151.4	31%	OK
E3 - E4	600	30.2	0.011	720	S, A, A1, C1, C2	3530	13075	4	163.4	23%	OK
E4 - E5	700	84.7	0.002	352	S, A, A1, C1, C2, D	4940	18295	4	228.7	65%	OK
E5 - E6	750	36.1	0.002	501	S, A, A1, C1, C2, D	4940	18295	4	228.7	46%	OK
E6 - E7	750	42.8	0.002	485	S, A, A1, C1, C2, D	4940	18295	4	228.7	47%	OK
E7 - E8	750	24.9	0.002	492	S, A, A1, C1, C2, D	4940	18295	4		46%	OK
E8 - E9	900	10.6	0.004	996	S, A, A1, C1, C2, D, E	6990	25888	4		32%	OK
E9 - E10	900	19.2	0.002	742	S, A, A1, C1, C2, D, E	6990	25888	4		44%	OK
E10 - E11	900	33.0	0.003	894	S, A, A1, C1, C2, D, E	6990	25888	4	323.6	36%	OK
E11 - E12	900	17.7	0.003	865	S, A, A1, C1, C2, D, E	6990	25888	4	323.6	37%	OK
E12 - E13	900	46.8	0.002	712	S, A, A1, C1, C2, D, E	6990	25888	4	323.6	45%	OK
E13 - E14	900	58.1	0.002	768	S, A, A1, C1, C2, D, E	6990	25888	4	323.6	42%	OK
E14 - E15	1200	130.5	0.002	1489	S, A, A1, C1, C2, D, E, F	7228	26770	4	334.6	22%	OK
E15 - E16	900	20.6	0.002	800	S, A, A1, C1, C2, D, E, F	7228	26770	4	334.6	42%	OK
E16 - E17	900	30.0	0.002	785	S, A, A1, C1, C2, D, E, F	7228	26770	4	334.6	43%	OK
E17 - E18	900	30.6	0.002	777	S, A, A1, C1, C2, D, E, F	7228	26770	4	334.6	43%	OK
E18 - E19	900	25.1	0.002	795	S, A, A1, C1, C2, D, E, F	7228	26770	4	334.6	42%	OK
E19 - E20	900	9.3	0.005	1128	S, A, A1, C1, C2, D, E, F	7228	26770	4	334.6	30%	OK

3099m³/d in ADWF discharging to upstream of FMH1019177

3271-3099 = 172m³/d in ADWF discharging to FMH1039605

Remarks: (1) The value of peaking factor = 4 is used for population 10,000-50,000 incl. stormwater allowance (refers to Table T-5 of GESF)
(2) The value of peaking factor = 6 is used for population 1,000 – 5,000 incl. stormwater allowance (refers to Table T-5 of GESF)

Appendix 3

Hydraulic Calculations

Hydraulic Calculation of Proposed Sewerage System

U/S MH	D/S MH	U/S I.L.	D/S I.L.	Pipe diameter	Pipe Length	Gradient	k_s (1)	R	V	Area	Capacity	ADWF	Contributing Population	Peaking Factor (2)	Peak Flow	Utilisation	Remarks
		mPD	mPD	mm	m	1 in	mm	m	m/s	m^2	m^3/s	m^3/day			m^3/s	%	
TMH1	FMH1	3.38	3.35	225	2.7	100	0.3	0.05625	1.42	0.040	0.057	149.2	553	6	0.010	18.3%	149.2m^3/d (ADWF) from Phase IIa Development
FMH1	FMH1019177	3.00	2.93	450	21.9	313	0.3	0.1125	1.23	0.159	0.196	3248.2	12030	4	0.150	76.7%	3099m^3/d (ADWF) extracted from Phase III Approved SIA (refer to **Appendix 2**)
FMH1019177	FMH1019176	2.93	2.86	450	12.5	179	0.6	0.1125	1.52	0.159	0.241	3248.2	12030	4	0.150	62.3%	
FMH1019176	FMH1019175	2.86	2.76	450	12.9	129	0.6	0.1125	1.79	0.159	0.284	3248.2	12030	4	0.150	52.9%	
FMH1019175	FMH1019181	2.76	2.68	450	14.3	179	0.6	0.1125	1.52	0.159	0.241	3248.2	12030	4	0.150	62.3%	
FMH1019181	FMH1019180	2.68	2.65	450	8.2	273	0.6	0.1125	1.22	0.159	0.195	3248.2	12030	4	0.150	77.2%	
FMH1019180	FMH1019179	2.65	2.58	450	19.2	274	0.6	0.1125	1.22	0.159	0.194	3248.2	12030	4	0.150	77.3%	
FMH1019179	FMH1019178	2.10	1.88	450	24.3	110	0.3	0.1125	2.09	0.159	0.333	3248.2	12030	4	0.150	45.2%	
FMH1019178	P1	1.48	1.39	450	11.5	128	0.3	0.1125	1.94	0.159	0.309	3248.2	12030	4	0.150	48.7%	
P1	FMH1039604	1.39	1.31	450	8.1	101	0.3	0.1125	2.19	0.159	0.348	3248.2	12030	4	0.150	43.3%	
FMH1039604	FMH1039605	1.31	1.18	600	62.9	484	0.3	0.15	1.18	0.283	0.334	3248.2	12030	4	0.150	45.0%	
FMH1039605	FMH1039606	1.18	0.80	600	75.1	198	0.6	0.15	1.73	0.283	0.489	3420.2	12667	4	0.158	32.4%	172m^3/d (ADWF) extracted from Phase III Approved SIA (refer to **Appendix 2**)

$g = 9.81 m/s^2$
$v = 10^{-6} m^2/s$

Notes:
(1) Roughness coefficients are assumed to be same as Phase III approved SIA (refer to **Appendix 2**).
(2) Stormwater allowance is included for existing sewers. No stormwater allowance is considered for the proposed sewer from Phase IIa to the existing sewer.

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Attachment 4

Replacement Pages of Planning Statement, Comparison of Development Parameters and Overall Development Schedule

10.7 Acceptable in Technical Terms..... 26

11. Conclusion.....27

List of Tables *Page*

Table 4.1	Indicative Development Schedule	8
Table 4.2	Proposed Parking and Servicing Facilities Provision for Proposed Commercial Development	14
Table 10.1	Building Height Variations within the Application Site	24
Table 10.2	Building Height Profile of Surrounding Developments from the North to the South of the Proposed Commercial Development	24

List of Figures *Following Page*

Figure 1.1	Extract of the Approved Yuen Long Outline Zoning Plan No. S/YL/29	1
Figure 1.2	Phasing Plan	1
Figure 2.1	Location Plan	4
Figure 2.2	Site and Surrounding Context	5
Figure 4.1	Indicative Master Layout Plan (Overall)	8
Figure 4.2	Indicative Master Layout Plan (Phase IIa Development)	8
Figure 4.3	Indicative Master Layout Plan (Phase IIa Development – Blow Up Plan)	8
Figure 4.4	Indicative Floor Plan (Phase IIa Development – G/F Plan)	8
Figure 4.5	Indicative Floor Plan (Phase IIa Development – M/F Plan)	8
Figure 4.6	Indicative Floor Plan (Phase IIa Development – 1/F Plan)	8
Figure 4.7	Indicative Floor Plan (Phase IIa Development – 2/F Plan)	8
Figure 4.8	Indicative Floor Plan (Phase IIa Development – 3/F Plan)	8
Figure 4.9	Indicative Floor Plan (Phase IIa Development – 5/F Plan)	8
Figure 4.10	Indicative Floor Plan (Phase IIa Development – Typical Floor Plan)	8
Figure 4.11	Indicative Section Plan (A-A)	8
Figure 4.12	Indicative Section Plan (B-B)	8
Figure 4.13	Urban Design Concept Illustration	9
Figure 4.14	Footbridge Connection Plan	9
Figure 4.15	Indicative Landscape Master Plan	11
Figure 4.16	Indicative Landscape Master Plan (G/F)	11
Figure 4.17	Indicative Landscape Master Plan (5/F Podium Floor)	11
Figure 4.18	Indicative Landscape Master Plan (Roof Floor)	11
Figure 4.19	Indicative Landscape Master Plan (Top Roof Floor)	11

4. INDICATIVE DEVLEOPMENT PROPOSAL

4.1 Indicative Proposed Scheme and Development Schedule

4.1.1 With a view to providing more commercial spaces to create additional job opportunities and foster a mixed-use neighbourhood in Yuen Long, Phase IIa is now proposed for Commercial Development. Hence, the Applicant now submits the current planning application to facilitate its development. The Indicative MLP, Floor Plans and Section Plans of the Proposed Commercial Development are shown in **Figures 4.1 to 4.12**.

4.1.2 With a development site area of about 1,230m^2, the Phase IIa Development is proposed with a non-domestic plot ratio of about 9.93. The Proposed Commercial Development consists of one 29-storey (above ground) commercial/office tower with a building height of not more than 145mPD providing about 11,607m^2 GFA for commercial/office use. Supporting facilities such as commercial/retail facilities of about 600m^2 GFA are provided at 1/F and M/F. To enhance the pedestrian connectivity, an opening is reserved on 1/F for a proposed pedestrian walkway connection to the adjacent YOHO Mall 1 to the east[ab] (**Figure 4.6** refer). In addition, two more pedestrian footbridge openings are reserved for potential future pedestrian connections to the west and north of the site[a] (**Figures 4.5 and 4.6** refer). These connections include a pedestrian walkway that connects to the existing footbridge via the future development at adjoining GIC site on M/F[b]; and a potential pedestrian footbridge connecting northwards to YOHO Mix/YOHO Hub on the opposite side of Castle Peak Road – Yuen Long on 1/F[a].

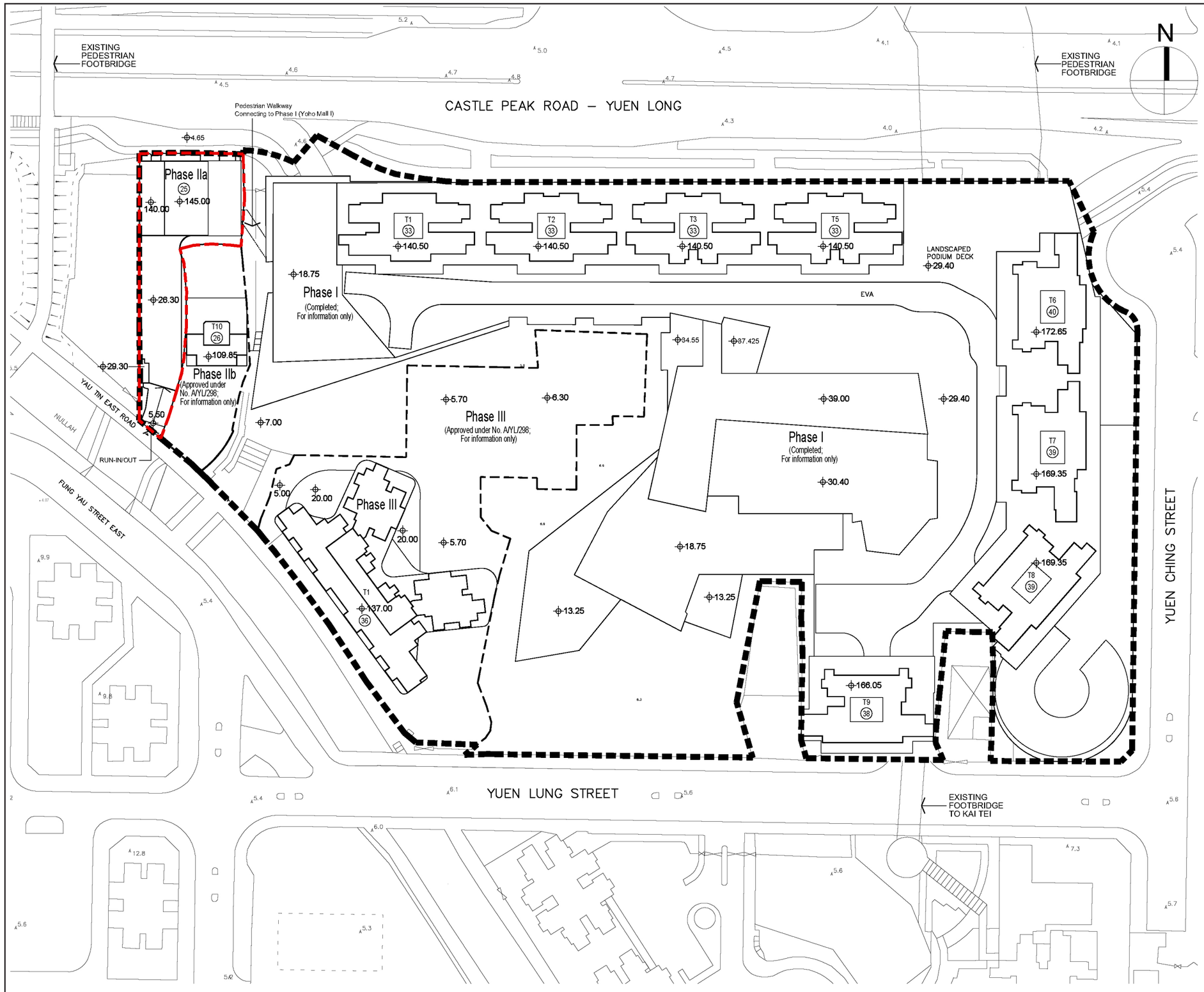
4.1.3 The Proposed Scheme has optimized its building design and footprint within the constraints of the narrow site, while incorporating various planning and design merits. Taking into account the small site area and its irregular configuration, the site coverage has been optimized while incorporating the necessary road requirements for emergency vehicular access and loading/unloading provisions, as well as above ground carpark as promoted by the Government as per the latest 2025 Policy Address. To enhance visual permeability, the scheme also incorporates a refuge floor with voids at 19/F, introducing breaks in the building mass and promoting visual permeability through the tower.

Minor Relaxation of Plot Ratio Restriction Merely Sought for Retaining Approved Non-domestic GFA with Site Area Reduced as Per the Latest PBTO

4.1.4 Compared with the Approved Scheme, the Application Site boundary of the Proposed Scheme has been refined. Pursuant to the approved Phase IIa development (under planning applications No. A/YL/205 and A/YL/298) for a hotel with a site area of about 1,285m^2, plot ratio (PR) of about 9.5 and gross floor area (GFA) of about 12,207m^2, the Applicant proceeded with relevant land exchange application accordingly. In January 2026, the Lands

[a] The reserved openings and potential connections are subject to detailed design and liaison with relevant departments/parties in future.

[b] The Applicant will be responsible for design, implementation, management and maintenance of the pedestrian walkways at M/F and 1/F within the Phase IIa development. Tentatively, the opening hours of the pedestrian walkway will align with the operation hours of the retail portion of the Proposed Development and YOHO Mall 1 of YOHO Midtown. Relevant details will be provided at the detailed design stage subject to liaison and agreement with relevant parties and Government departments.



LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD (Main Roof)
- (36) No. of Commercial / Office / Retail / Residential Floors

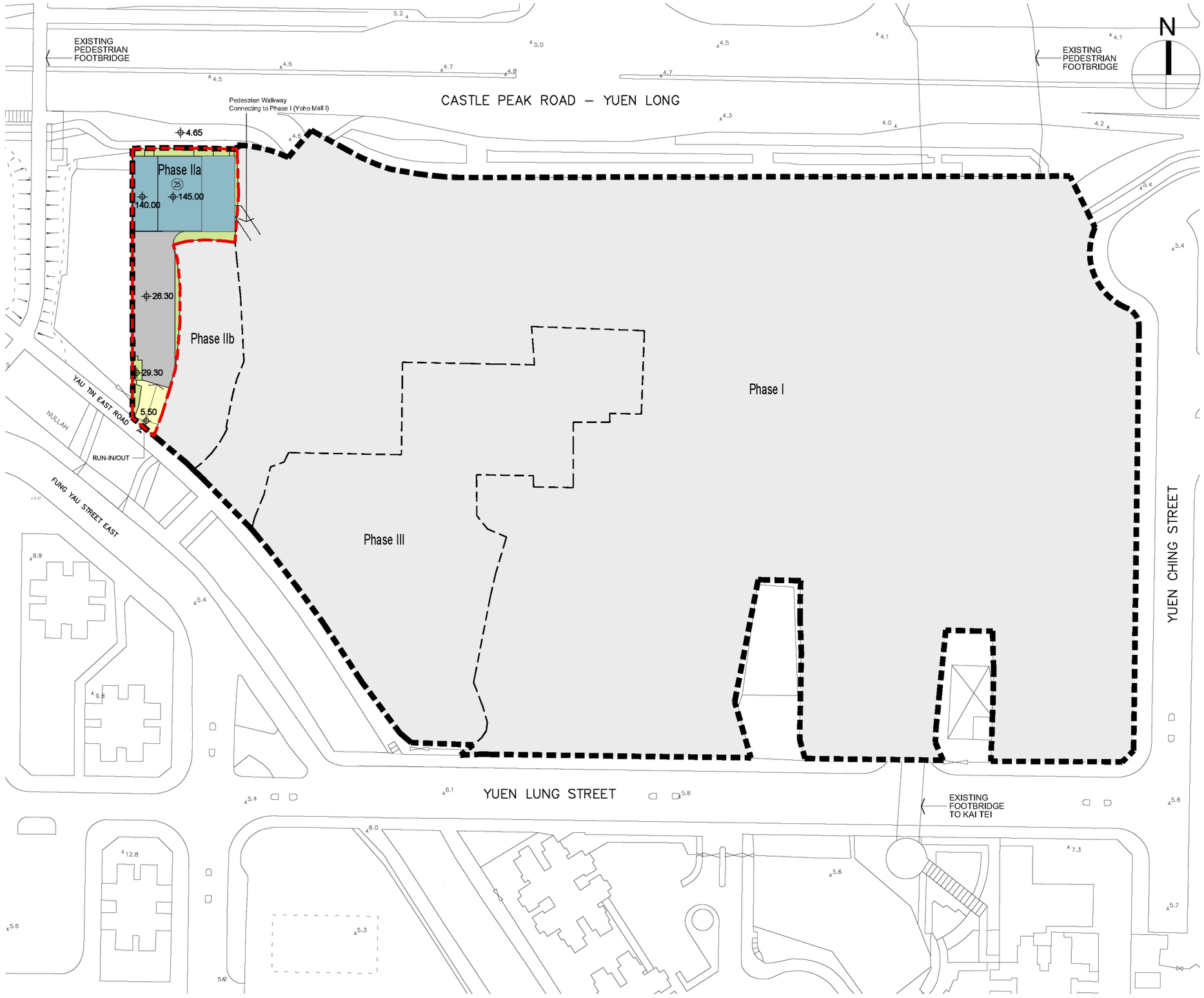
REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

Title			
Indicative Master Layout Plan (Overall)	Checked	DH	Drawn	PW
	Rev	0	Date	Jul 2026
	Scale N/A		Figure 4.1	



LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD (Main Roof)
- 36 No. of Commercial / Office / Retail / Residential Floors
- Commercial / Office
- Landscape / Uncovered Area
- EVA / Uncovered Driveway / Uncovered L&UL
- Carpark/ Loading & Unloading / Covered Driveway

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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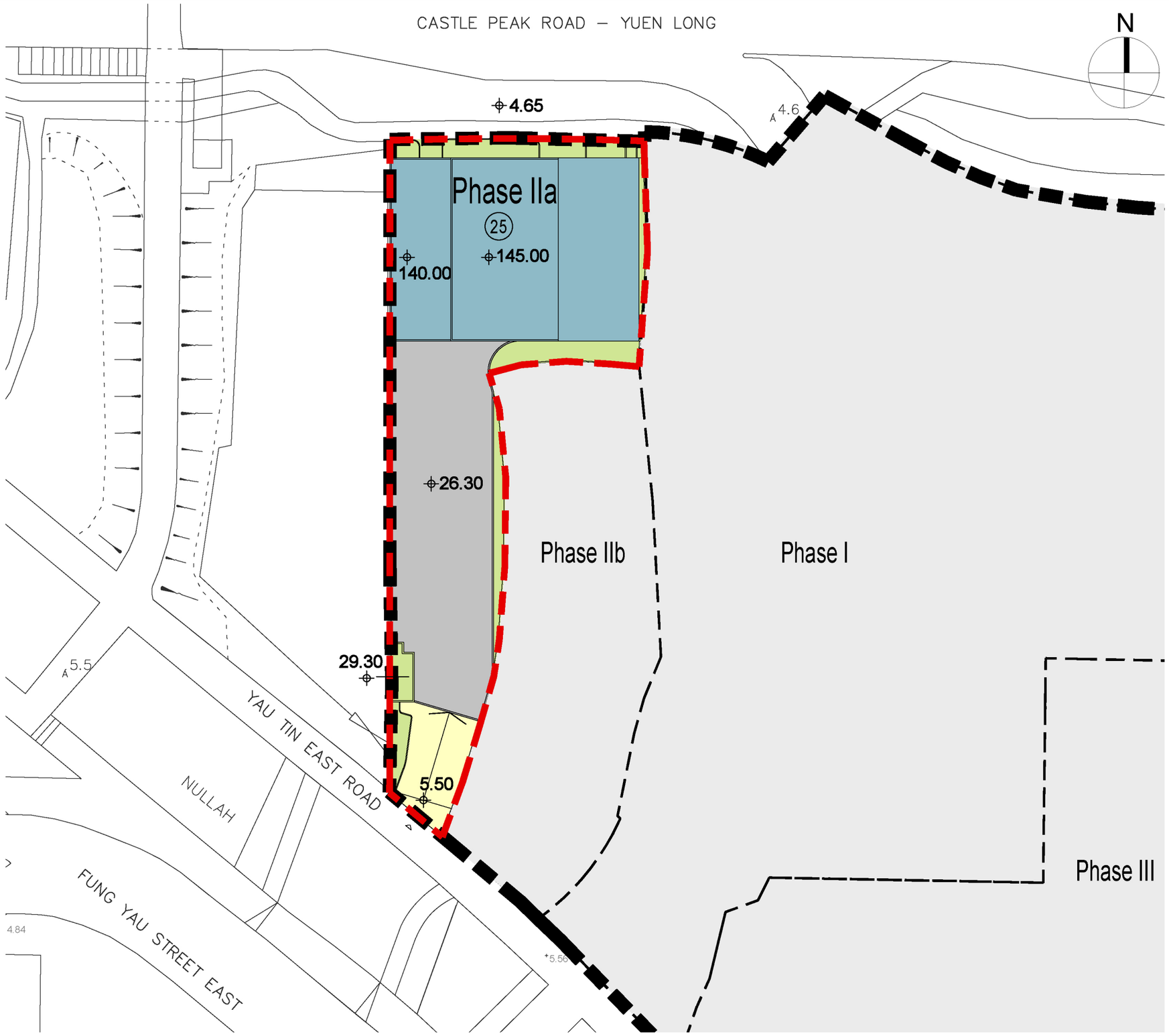


LEGEND:

- Application Site (Same as approved Application No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Landscape / Uncovered Area
- EVA / Uncovered Driveway / Uncovered L&UL
- Carpark/ Loading & Unloading / Covered Driveway

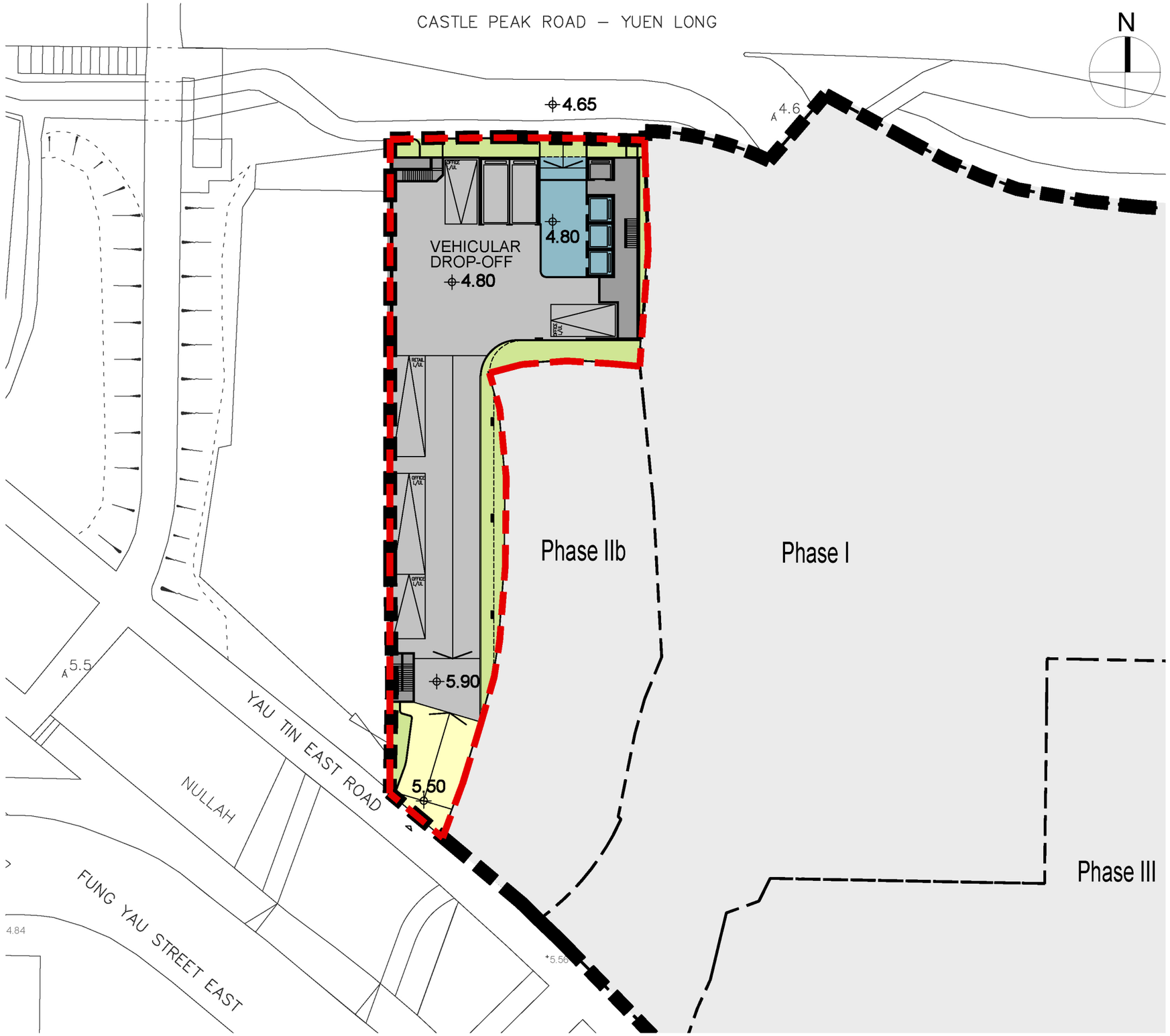
REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

Title	Checked	DH	Drawn	PW
Indicative Master Layout Plan (Phase IIa Development – Blow Up Plan)	Rev	0	Date	Jul 2026
	Scale N/A		Figure 4.3	



LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Landscape / Uncovered Area
- EVA / Uncovered Driveway / Uncovered L&UL
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) / Circulation

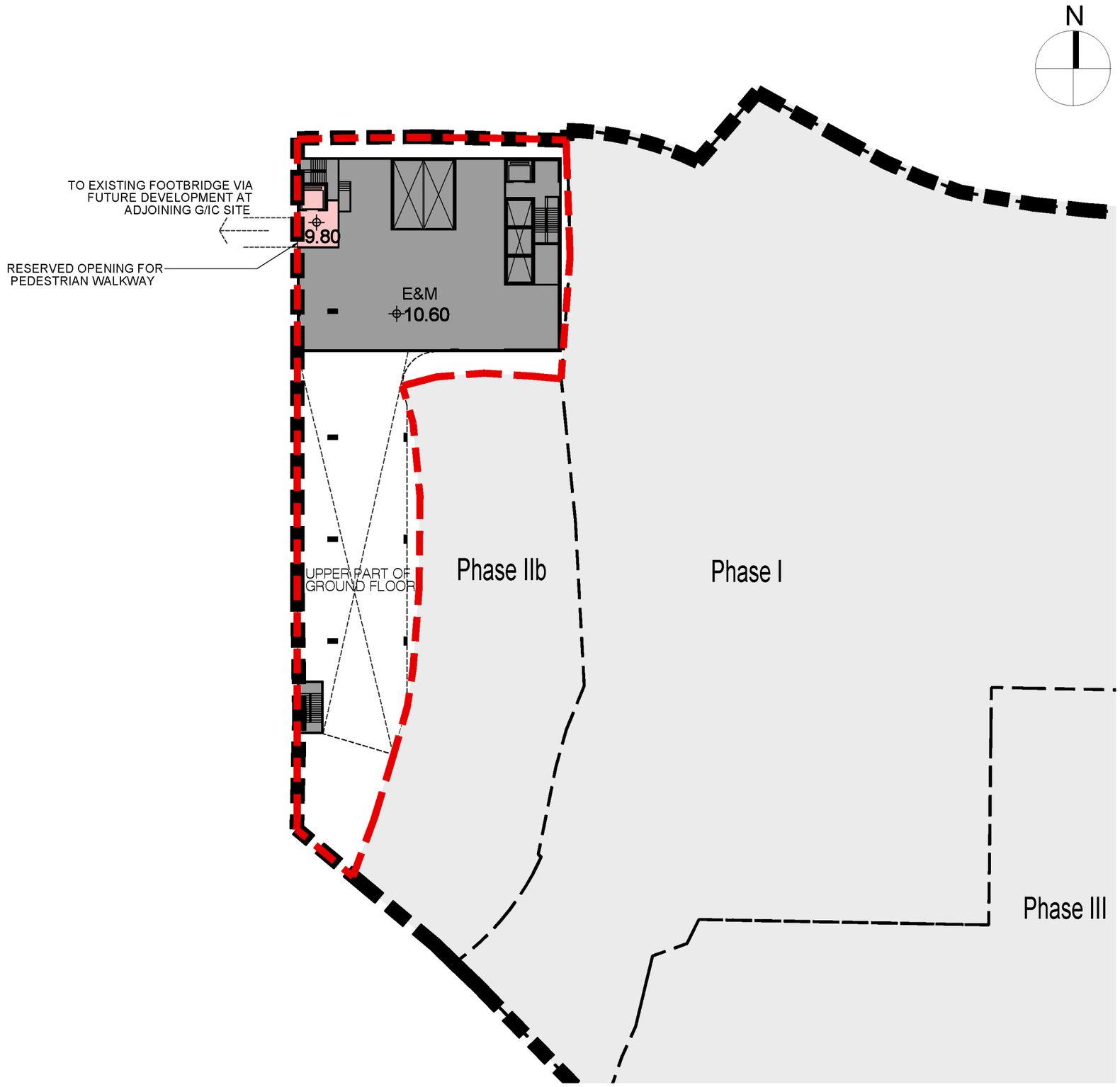
REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

Title	Checked	DH	Drawn	PW
Indicative Floor Plan (Phase IIa Development – G/F Plan)	Rev	0	Date	Jul 2026
	Scale N/A		Figure 4.4	



LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Retail
- Electrical & Mechanical (E&M) / Circulation

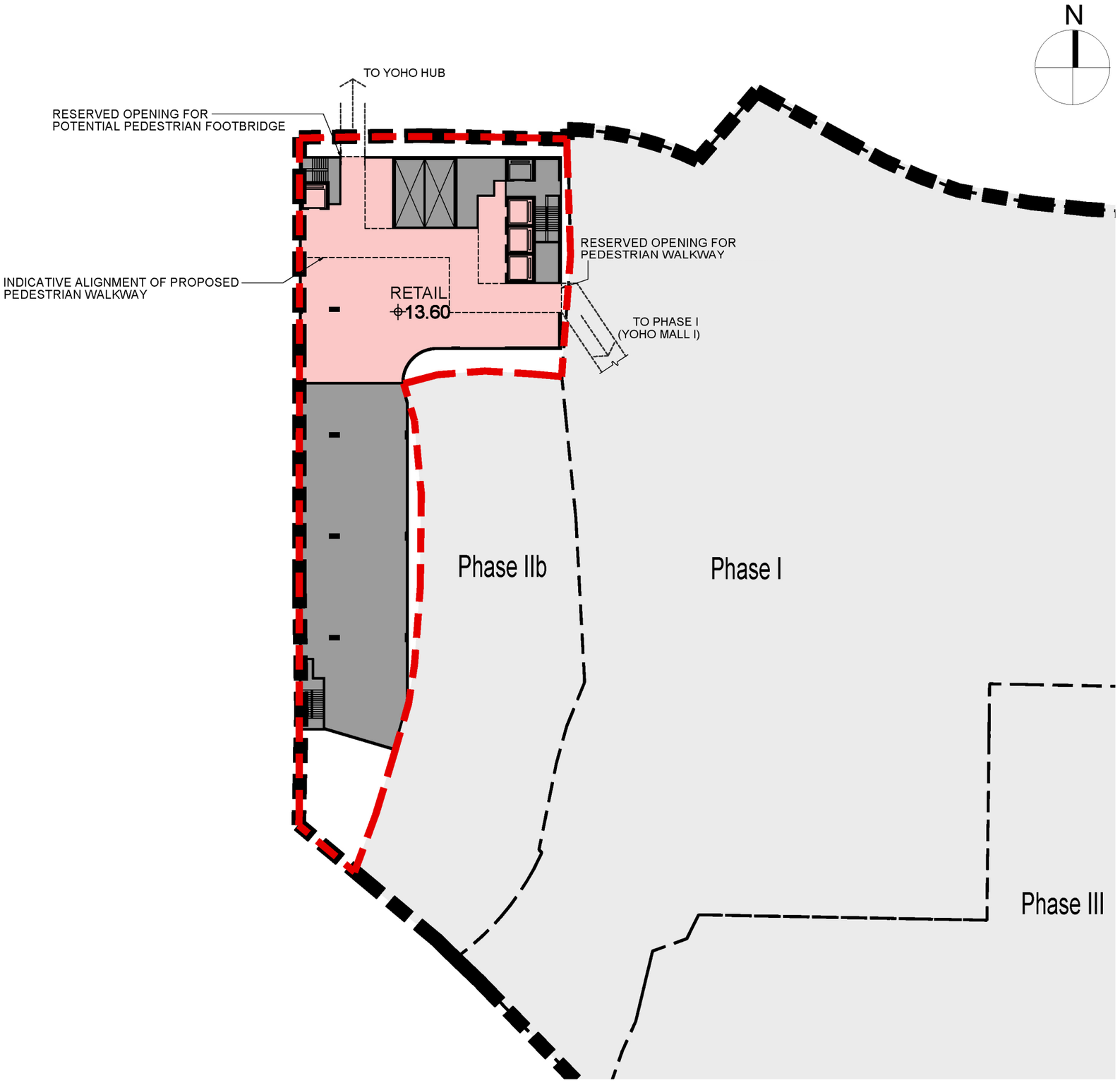
REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

Title	Checked	DH	Drawn	PW
Indicative Floor Plan (Phase IIa Development – M/F Plan)	Rev	0	Date	Jul 2026
	Scale	N/A	Figure	4.5



LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Retail
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

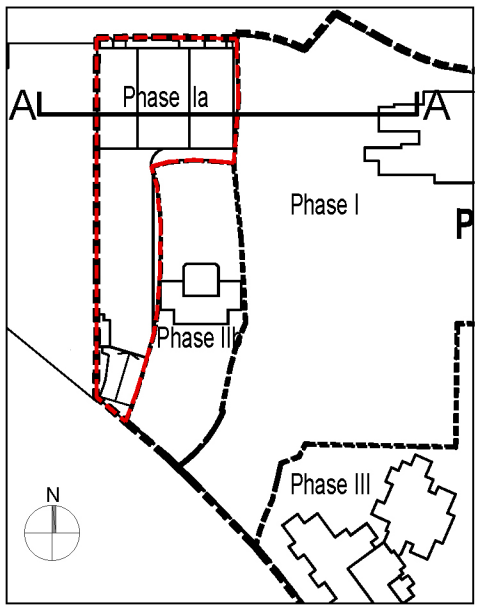
Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

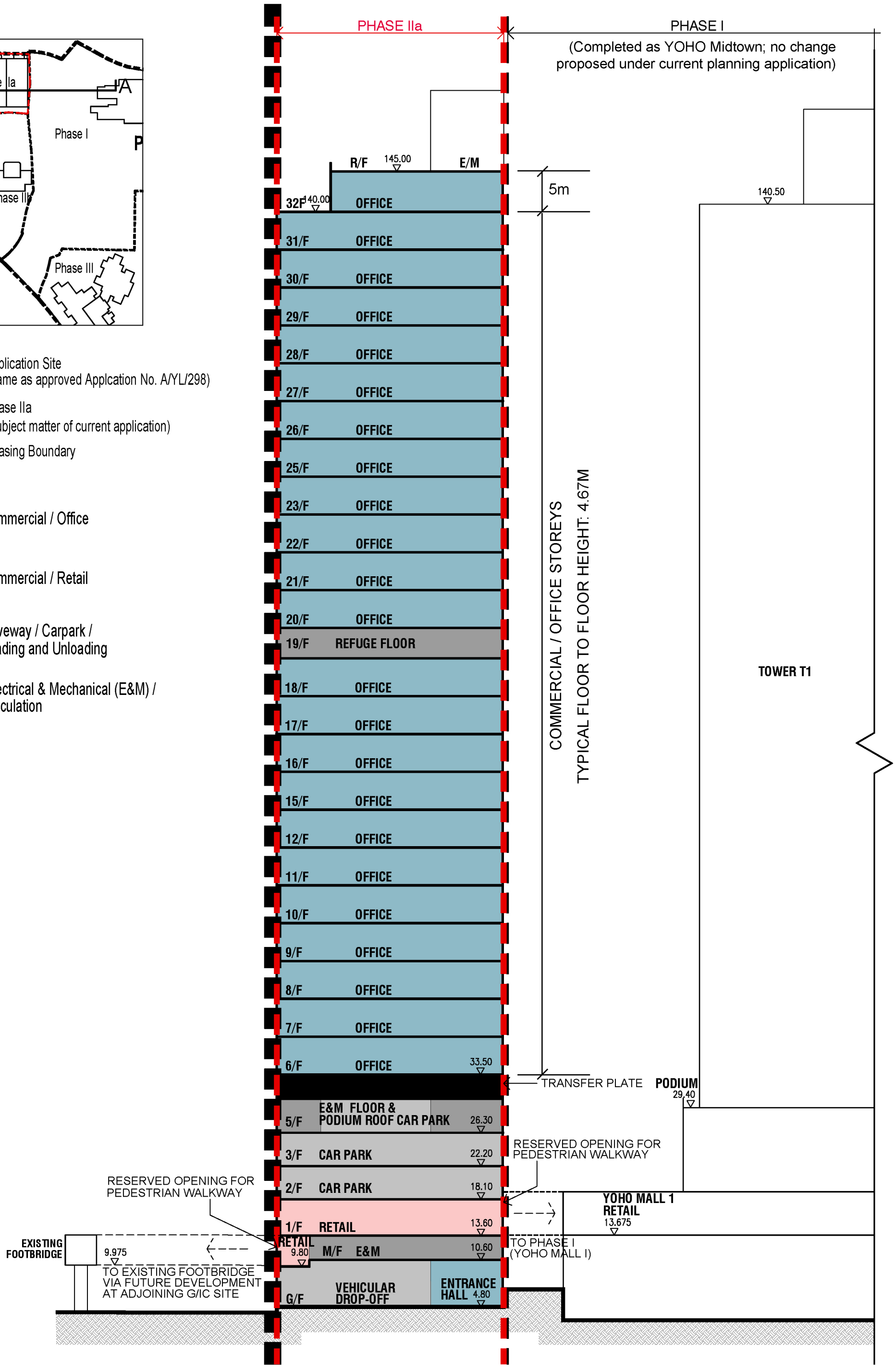
Title	Checked	DH	Drawn	PW
Indicative Floor Plan (Phase IIa Development – 1/F Plan)	Rev	0	Date	Jul 2026
	Scale N/A		Figure 4.6	

KEY PLAN:



LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Commercial / Office
- Commercial / Retail
- Driveway / Carpark / Loading and Unloading
- Electrical & Mechanical (E&M) / Circulation



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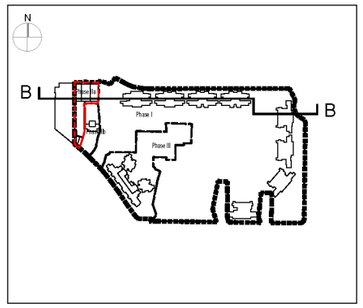
Title

Indicative Section Plan (A - A)

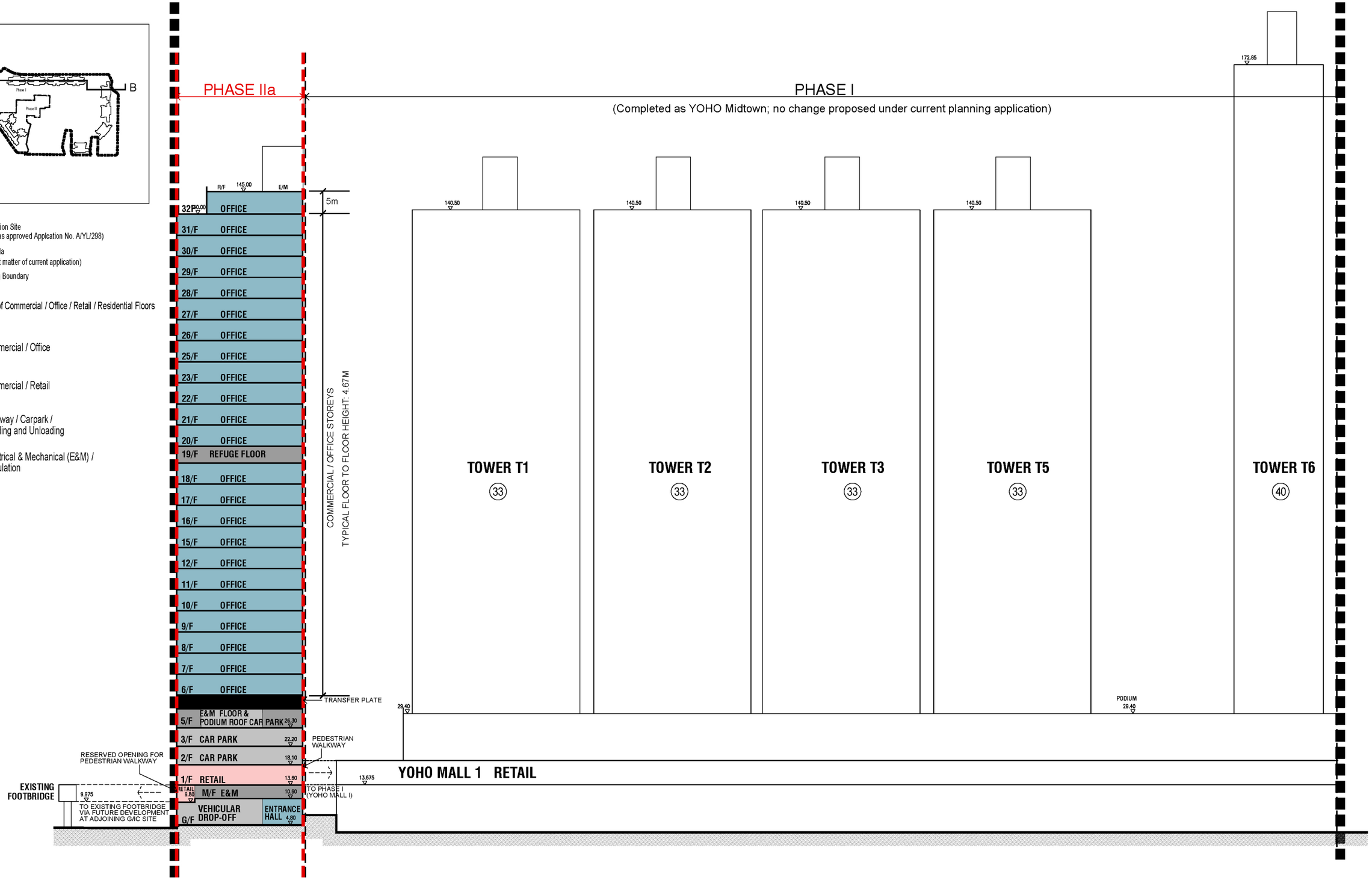
Checked	DH	Drawn	PW
Rev	1	Date	Jul 2026
Scale N / A		Figure 4.11	

KEY PLAN:



LEGEND:

- Application Site (Same as approved Application No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- (36) No. of Commercial / Office / Retail / Residential Floors
- Commercial / Office
- Commercial / Retail
- Driveway / Carpark / Loading and Unloading
- Electrical & Mechanical (E&M) / Circulation



Title: Indicative Section Plan (B - B)	Checked	DH	Drawn	PW
	Rev	0	Date	Jul 2026
	Scale N/A		Figure 4.12	

4.2 Urban Design Proposal

4.2.1 The Proposed Commercial Development has adopted various planning and urban design strategies to deliver quality commercial space. Committed to creating a desirable working environment for future workers, as well as contributing to a balanced, vibrant and self-sustained community, the Applicant has taken the opportunity to convert the Phase IIa Development from hotel to a commercial/office/retail development. Details of the proposed urban design concepts are shown in **Figure 4.13**.

(i) Respecting Existing Building Height Variations of the Approved CDA Development

4.2.2 Within the Application Site, the building height variations as per the Approved CDA Development are respected and maintained. Two major building height bands can be observed: buildings above 150mPD in the eastern portion and buildings below 150mPD in the western portion. The eastern portion comprises Tower 6 to 9 of the completed Phase I, with actual building heights ranging from 166.05mPD to 172.65mPD. The western portion includes the Proposed Commercial Development in Phase IIa, the approved development in Phase IIb, Towers 1 to 5 of the completed development in Phase I and the approved development in Phase III, with building heights ranging from 109.85mPD to 145mPD. The Proposed Commercial Development in Phase IIa with a building height of 145mPD is consistent with the overall building height pattern within the Application Site.

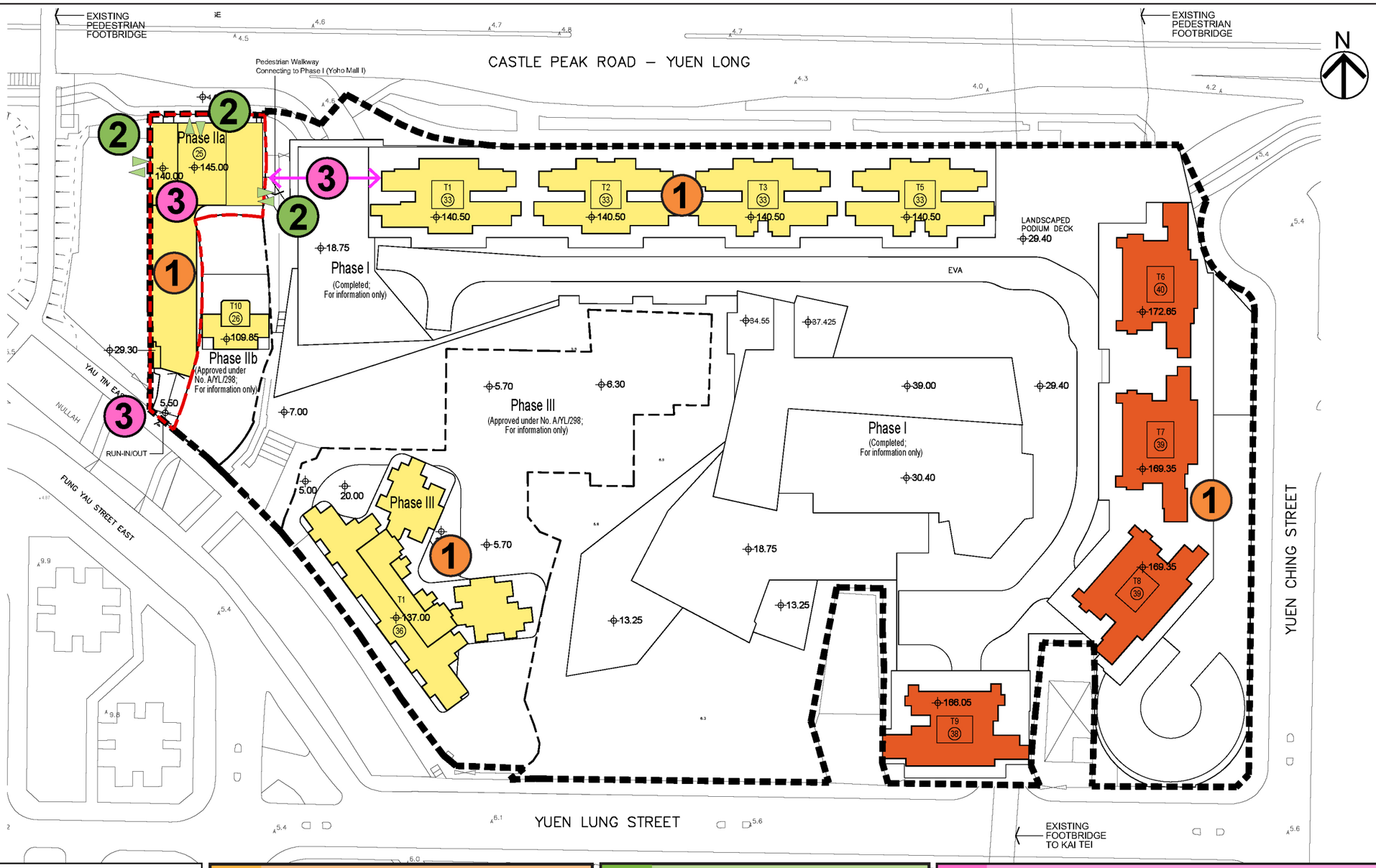
(ii) Enhancement to Walkability and Pedestrian Experience

4.2.3 The existing pedestrian flow is observed to be concentrated along the footbridge connections between Yuen Long Station across Castle Peak Road – Yuen Long, several shopping malls and residential developments. By providing additional connections with the existing footbridge via the future development at adjoining GIC site to the west, YOHO Mall 1 and potentially YOHO Mix/YOHO Hub[ab], a walkable loop will be created for better pedestrian convenience in the area (**Figure 4.14** refers). The elevated footbridge connections will provide an all-weather route for safety and comfort for all, leading to an overall enhancement of the walkways and pedestrian experiences in the district.

4.2.4 Under the current scheme, dedicated commercial/retail elements are integrated at the levels of 1/F and M/F where proposed pedestrian walkway / footbridge connections to existing YOHO Mall 1, YOHO Mix/YOHO Hub and existing footbridge via the future development at adjoining GIC site[ab] are located. The provision of commercial/retail amenities will enrich the pedestrian experience, while bringing convenience to residents, workers and visitors. The provision of commercial/retail elements along pedestrian connections would help enliven the public realm, making the connections more than mere transit pathways, but also becoming destinations in themselves.

[a] The reserved openings and potential connections are subject to detailed design and liaison with relevant departments/parties in future.

[b] The Applicant will be responsible for design, implementation, management and maintenance of the pedestrian walkways at M/F and 1/F within the Phase IIa development. Tentatively, the opening hours of the pedestrian walkway will align with the operation hours of the retail portion of the Proposed Development and YOHO Mall 1 of YOHO Midtown. Relevant details will be provided at the detailed design stage subject to liaison and agreement with relevant parties and Government departments.



Legend

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD (Main Roof)
- (36) No. of Commercial / Office / Retail / Residential Floors

1 Respecting Existing Building Height Variations of Approved CDA Development

Building height variations within the Application Site:

Building Height

150 mPD or above

Below 150 mPD

2 Enhancement to Walkability and Pedestrian Experience

Proposed connections between YOHO Mall 1 and the existing footbridge via the future development at adjoining GIC site* and potential connections between YOHO Mix and the Proposed Commercial Development* to enhance walkability.

*subject to detailed design and liaison with relevant departments/parties in future

3 Enhancement to Permeability as Far as Practicable

Sensible Building Setbacks and Separations from the Surrounding Environment

- Setback of the semi-enclosed carpark along the frontage abutting the nullah
- Building setback from Castle Peak Road – Yuen Long with a landscape strip provided
- Building separations from existing development (YOHO Midtown)

Design Measures within the Proposed Commercial Development

- Semi-enclosed ground level car park
- Multi-level landscaped spaces at G/F, Roof Floor and Top Roof Floor
- Refuge floor with voids at 18/F

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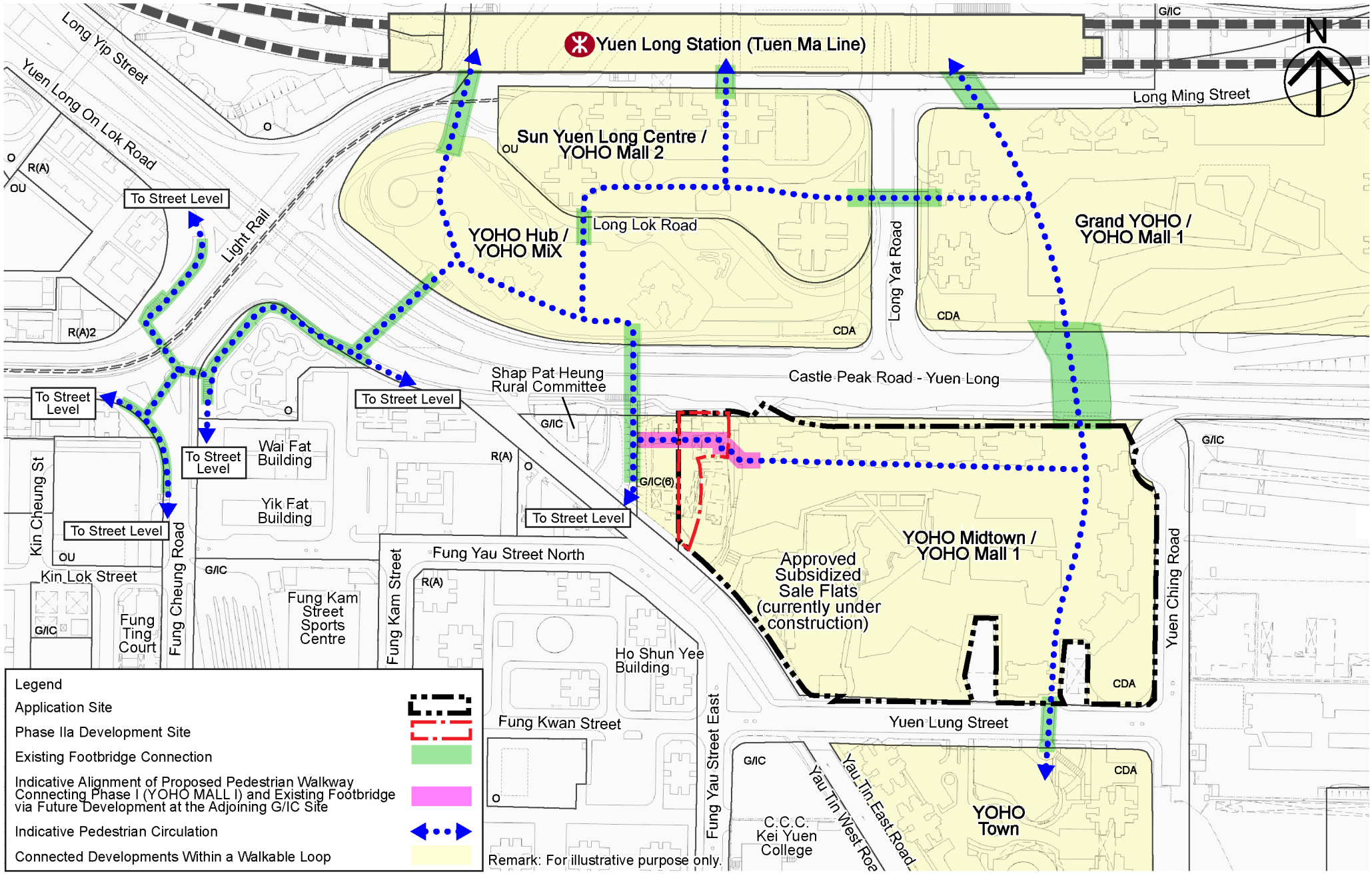
Title

Urban Design Concept Illustration

Checked	DH	Drawn	PW
Rev	0	Date	Jul 2026
Scale N/A		Figure 4.13	



Title	Checked	DH	Drawn	PW
Footbridge Connection Plan	Rev	0	Date	Jul 2026
	Scale	N/A	Figure	4.14

4.3 Landscape Design Proposal

4.3.1 The Indicative Landscape Master Plan (LMP) illustrates the proposed landscape design concept of the Proposed Commercial Development (**Figure 4.15** refers). The details of the Landscape Design Proposal are provided in **Appendix B**.

4.3.2 The design objectives of the LMP are: -

- To establish pleasant landscape areas which meet the varied needs of the development occupants and site visitors;
- To design landscape elements that integrate in harmony with the architectural style and create identity for the Proposed Commercial Development;
- To provide greening buffer between the Proposed Commercial Development and adjacent existing development;
- To ensure barrier free access for all the landscape areas;
- To submit tree planting scheme for government's approval; and
- To maximize the opportunity for soft landscaping works in the outdoor areas.

4.3.3 The proposed landscaped spaces will be provided mainly at G/F, 5/F podium floor, roof floor (R/F) and top roof floor (TR/F) within the Proposed Commercial Development (**Figures 4.16 to 4.19** refer). The landscape design concept is briefly described below:

<u>G/F Entrance, EVA and Landscaped Spaces</u>

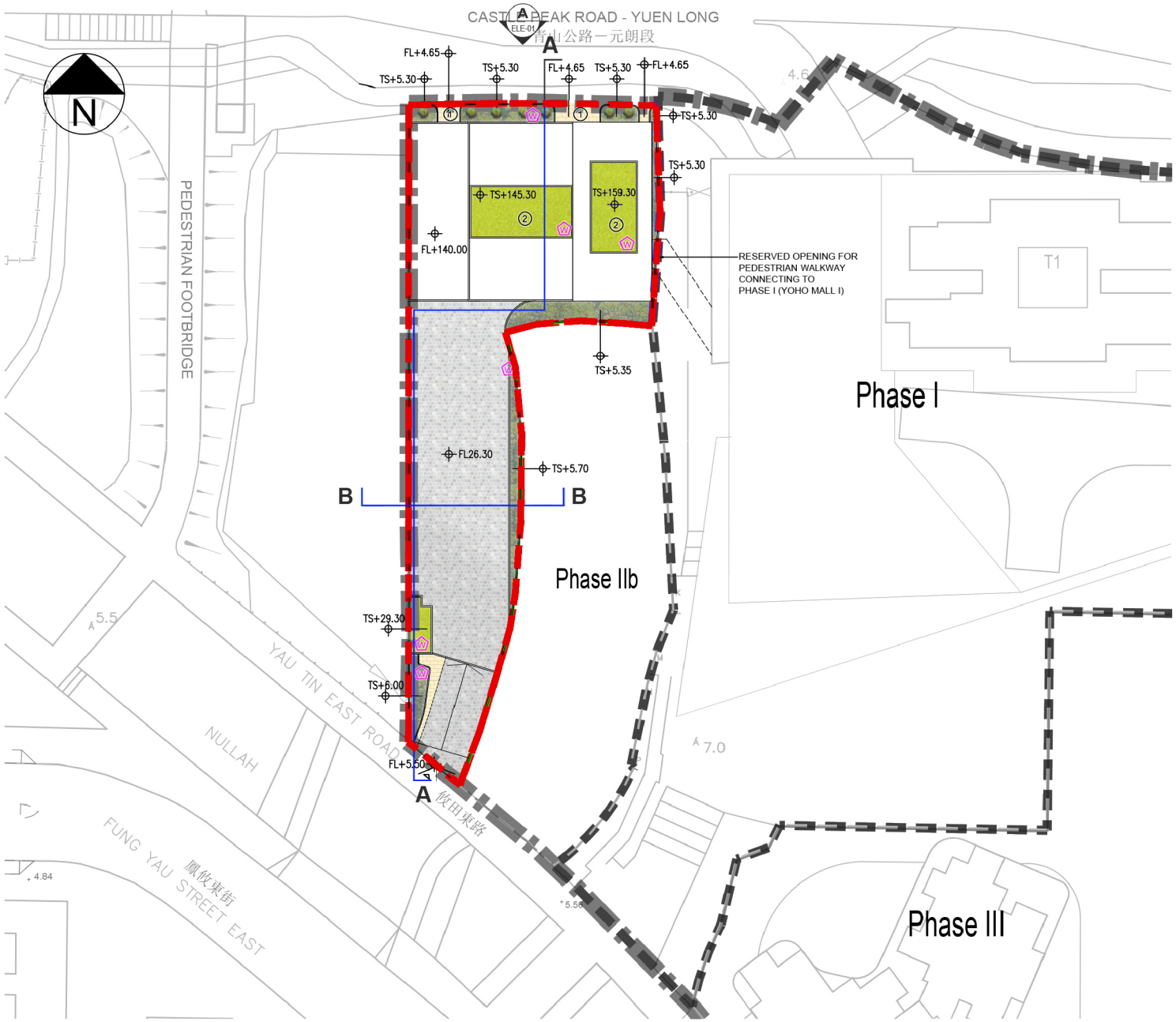
4.3.4 To accommodate necessary road requirements and internal transport provisions at the G/F without jeopardizing pedestrian circulation, feature paving and layered shrubs will be provided to create a welcoming experience for the site users and visitors at the southern setback from Yau Tin East Road where the vehicular entrance is located.

<u>G/F Landscaped Spaces abutting Castle Peak Road – Yuen Long</u>

4.3.5 A landscaped leisure path with lush planting of trees and shrubs is created at the side abutting Castle Peak Road – Yuen Long as the common open area, as well as a harmonious landscape transition to soften the edge of the development.

<u>Landscaped Roofs</u>

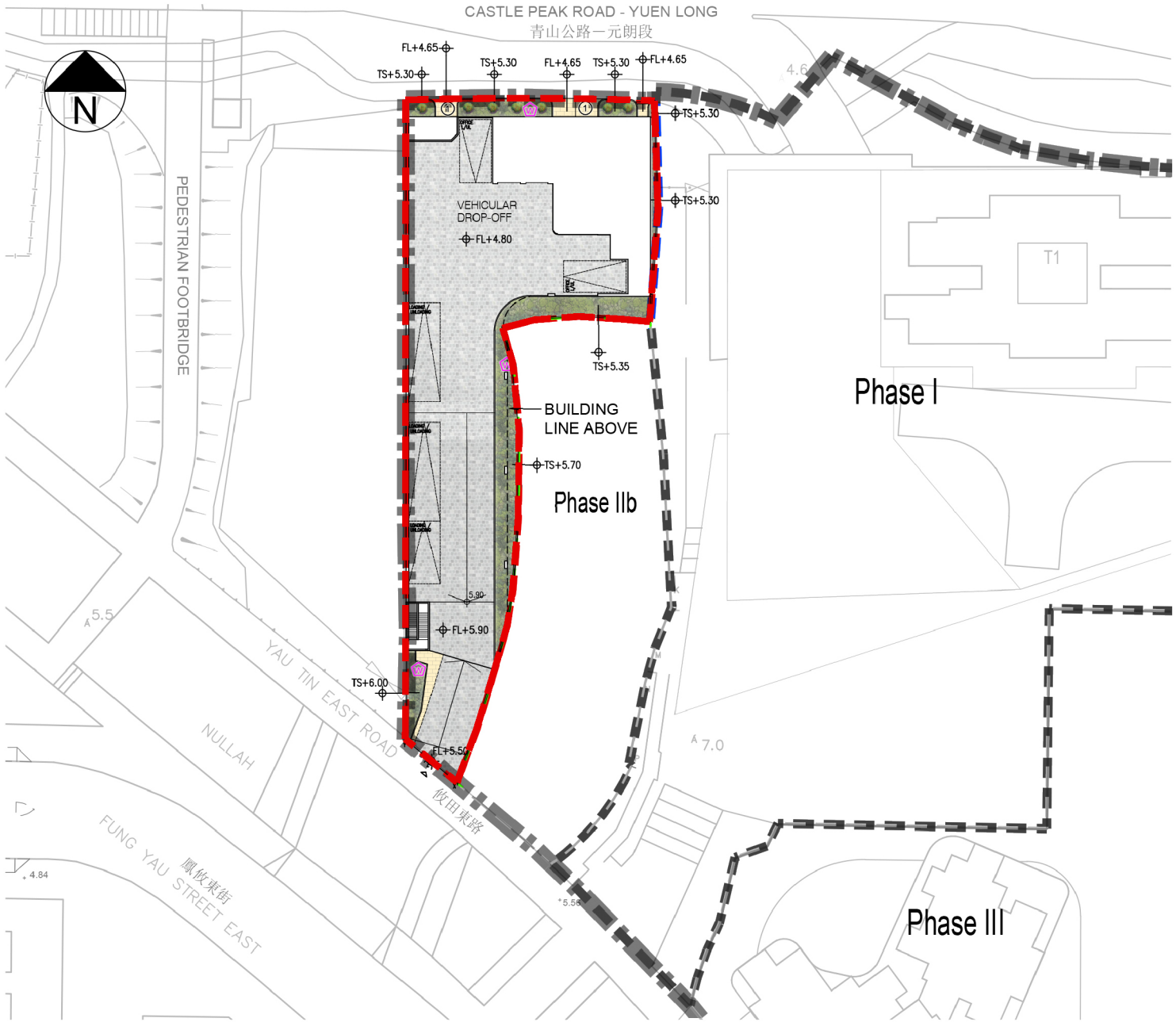
4.3.6 Planting areas are designed at the R/F and TR/F of the Proposed Commercial Development to maximize greening opportunities.



LEGEND

- APPLICATION SITE BOUNDARY
- PHASE I BOUNDARY
- PHASE IIa BOUNDARY
- PHASE IIb BOUNDARY
- PHASE III BOUNDARY
- PROPOSED TREE (7 nos.)
- SHRUBS
- GROUNDCOVER
- PAVING
- DRIVEWAY / E.V.A. / CAR PARK
- EX EXISTING LEVEL
- FL FINISHED FLOOR LEVEL
- TS TOP OF SOIL LEVEL
- W IRRIGATION WATER POINT
- 1 LEISURE PATH
- 2 ROOF PLANTING

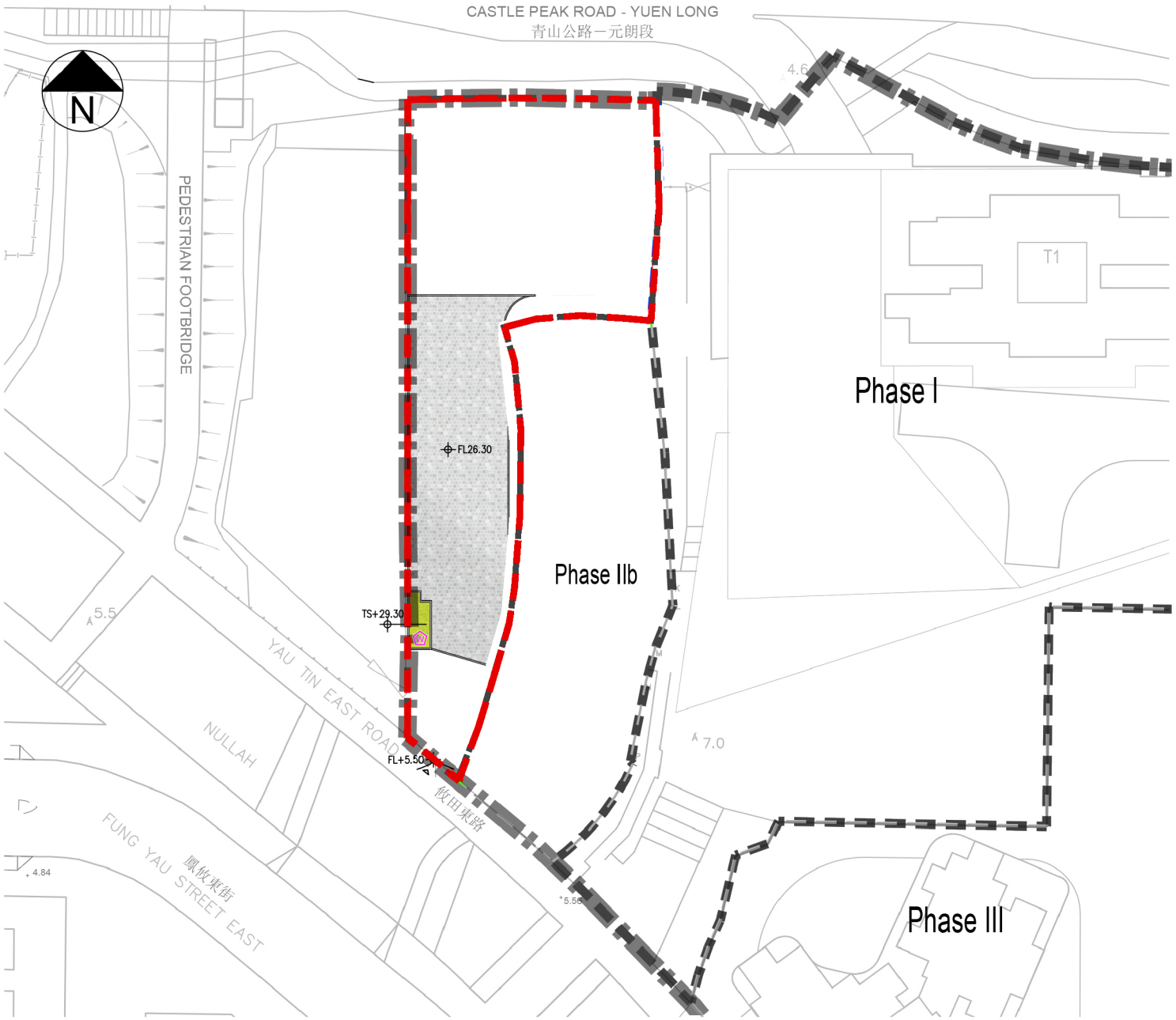
Title	Indicative Landscape Master Plan	Checked	DH	Drawn PW
		Rev	0	Date Jul 2026
		Scale N/A		Figure 4.15



LEGEND

- APPLICATION SITE BOUNDARY
- PHASE I BOUNDARY
- PHASE IIa BOUNDARY
- PHASE IIb BOUNDARY
- PHASE III BOUNDARY
- PROPOSED TREE (7 NOS.)
- SHRUBS
- PAVING
- DRIVEWAY / E.V.A. / CAR PARK
- EX EXISTING LEVEL
- FL FINISHED FLOOR LEVEL
- TS TOP OF SOIL LEVEL
- W IRRIGATION WATER POINT
- 1 LEISURE PATH

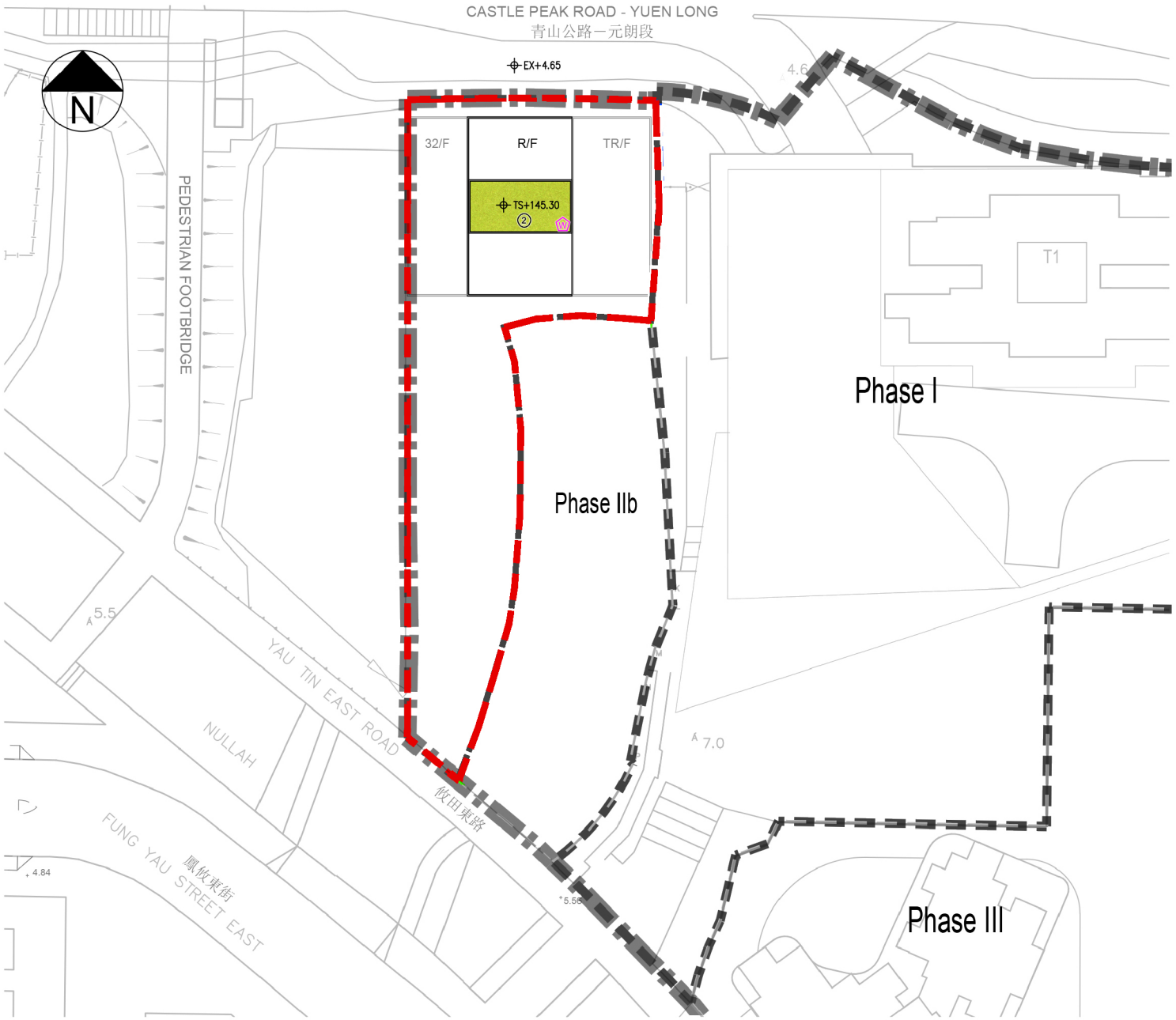
Title			
Indicative Landscape Master Plan (G/F)	Checked	DH	Drawn	PW
	Rev	0	Date	Jul 2026
	Scale N/A		Figure 4.16	



LEGEND

- APPLICATION SITE BOUNDARY
- PHASE I BOUNDARY
- PHASE IIa BOUNDARY
- PHASE IIb BOUNDARY
- PHASE III BOUNDARY
- GROUNDCOVER
- EX EXISTING LEVEL
- FL FINISHED FLOOR LEVEL
- TS TOP OF SOIL LEVEL
- W IRRIGATION WATER POINT
- 2 ROOF PLANTING

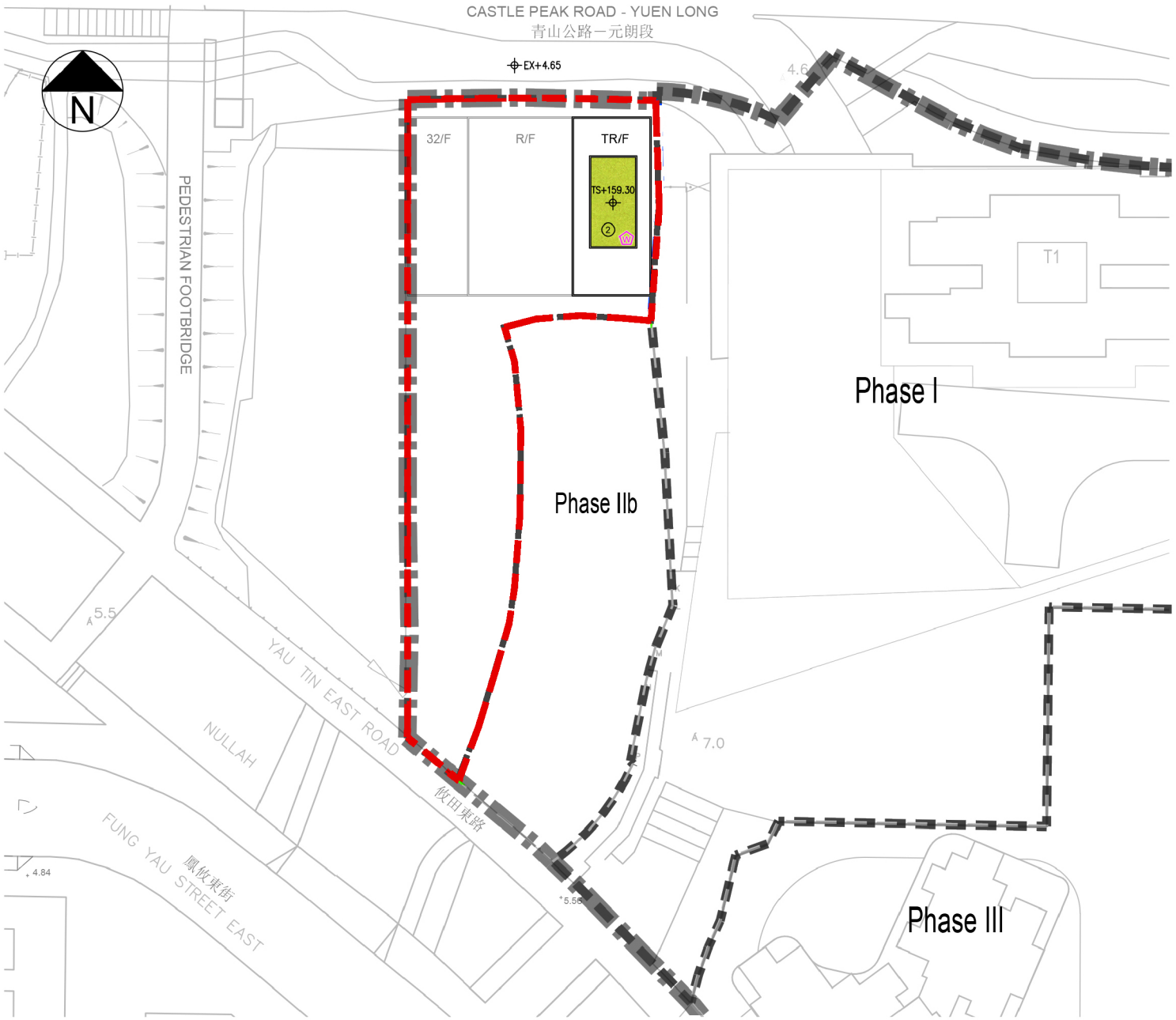
Title	Checked	DH	Drawn	PW
Indicative Landscape Master Plan (5/F Podium Floor)	Rev	0	Date	Jul 2026
	Scale	N/A	Figure	4.17



LEGEND

- APPLICATION SITE BOUNDARY
- PHASE I BOUNDARY
- PHASE IIa BOUNDARY
- PHASE IIb BOUNDARY
- PHASE III BOUNDARY
- GROUNDCOVER
- EX EXISTING LEVEL
- FL FINISHED FLOOR LEVEL
- TS TOP OF SOIL LEVEL
- W IRRIGATION WATER POINT
- 2 ROOF PLANTING

Title	Checked	DH	Drawn	PW
Indicative Landscape Master Plan (Roof Floor)	Rev	0	Date	Jul 2026
	Scale	N/A	Figure	4.18



LEGEND

- APPLICATION SITE BOUNDARY
- PHASE I BOUNDARY
- PHASE IIa BOUNDARY
- PHASE IIb BOUNDARY
- PHASE III BOUNDARY
- GROUNDCOVER
- EX EXISTING LEVEL
- FL FINISHED FLOOR LEVEL
- TS TOP OF SOIL LEVEL
- W IRRIGATION WATER POINT
- 2 ROOF PLANTING

Title	Indicative Landscape Master Plan (Top Roof Floor)	Checked	DH	Drawn	PW
		Rev	0	Date	Jul 2026
		Scale	N/A	Figure	4.19

4.4 Traffic Arrangement and Facilities

Access Arrangement

4.4.1 The vehicular access point of the Proposed Commercial Development will be located at Yau Tin East Road via Fung Yau Street East (**Figure 4.3** refers). The Applicant would be responsible for the construction of a vehicular bridge over the existing nullah for shared use by the Proposed Commercial Development, the adjoining GIC site and Phase IIb. Upon completion of construction, the vehicular bridge will be handed back to Government for management and maintenance.

4.4.2 The existing access arrangements for adjacent developments including the adjoining GIC site and Phase IIb will remain unchanged. Before completion of Phase IIa, the access arrangements for the adjoining GIC site and Phase IIb will rely on Yau Tin East Road, which will remain unchanged as the existing. The vehicular bridge forms part of the green area under the Land Grant for Phase IIa, which will then be handed over to the Government for future management and maintenance after completion. The design of proposed vehicular bridge crossing the nullah will also be capable of serving the adjoining GIC site and Phase IIb as needed for both ingress and egress in the future.

Pedestrian Facilities

4.4.3 The main pedestrian entrance at ground level is located at Castle Peak Road – Yuen Long to the north of the site (**Figure 4.4** refers). Additional pedestrian entrances are proposed at elevated levels to enhance connectivity, including an opening reserved on 1/F for a proposed pedestrian walkway connection via YOHO Mall 1 to the east. Two more pedestrian footbridge openings are reserved for potential future pedestrian connections to the west and north of the site[a]. These connections include a pedestrian walkway that connects to the existing footbridge via the future development at adjoining GIC site on M/F[b]; and a potential pedestrian footbridge connecting northwards to YOHO Mix/YOHO Hub on the opposite side of Castle Peak Road – Yuen Long on 1/F[a] (**Figures 4.5** and **4.6** refer). These elevated connections will provide access to Yuen Long MTR Station through a walkable loop.

Parking and Servicing Facilities

4.4.4 The parking and loading/unloading facilities for the Proposed Commercial Development will be provided as per the requirements under the HKPSG. The respective provisions are summarized in **Table 4.2** below. For detail breakdown of the parking facilities, please refer to **Appendix E**.

[a] The reserved openings and potential connections are subject to detailed design and liaison with relevant departments/parties in future.

[b] The Applicant will be responsible for design, implementation, management and maintenance of the pedestrian walkways at M/F and 1/F within the Phase IIa development. Tentatively, the opening hours of the pedestrian walkway will align with the operation hours of the retail portion of the Proposed Development and YOHO Mall 1 of YOHO Midtown. Relevant details will be provided at the detailed design stage subject to liaison and agreement with relevant parties and Government departments.

Table 4.2 Proposed Parking and Servicing Facilities Provision for Proposed Commercial Development

Parking and Servicing Facilities	Phase IIa
Private Car Parking Spaces	**61**
- Commercial/Office	59
- Commercial/Retail	2
Motorcycle Parking Spaces	**4**
- Commercial/Office	3
- Commercial/Retail	1
Loading/Unloading Bays (Commercial Goods Vehicles)	**5**
- Commercial/Office	
o Light Goods Vehicles (LGV)	3
o Heavy Goods Vehicles (HGV)	1
- Commercial/Retail	
o HGV	1

4.5 Implementation

4.5.1 The tentative completion year for the Proposed Commercial Development at Phase IIa will be Year 2030. Phase I (completed as YOHO Midtown), Phase IIb (for approved residential development) and Phase III (for subsidized sale flats with social welfare facility) will remain unchanged as the approved Application No. A/YL/298.

6. AIR VENTILATION CONSIDERATIONS

6.1 In order to evaluate the acceptability of the Proposed Commercial Development in terms of air ventilation aspects, a Quantitative Air Ventilation Assessment (QAVA) has been prepared to examine the air ventilation aspect against both Baseline Scheme (i.e. Approved Scheme under Application No. A/YL/298) and Proposed Scheme. The details of the QAVA are provided in **Appendix D.**

6.2 According to the results of the QAVA, the predicted annual and summer site spatial average velocity ratio (SVRs) for the Baseline Scheme and the Proposed Scheme are both 0.17 and 0.20 respectively. Based on the key indicators above, the Proposed Scheme would have comparable air ventilation performance at the immediate surroundings under both annual and summer wind conditions when compared with the Baseline Scheme.

6.3 In addition, the predicted annual and summer local average velocity ratio (LVRs) for the Baseline Scheme and the Proposed Scheme are both 0.16 and 0.19 respectively. The air ventilation performance of the Proposed Scheme would have comparable ventilation performance under annual and summer conditions.

6.4 In terms of the air ventilation performance with respect to the focused groups under annual wind condition, the Proposed Scheme would have higher VRs when compared with the Baseline Scheme at Yau Tin East Road, open area near the Approved YOHO Midtown Development Phase II, Fung Yau Street North Sitting-out Area, Fung Yau Path, Fung Kwan Street Garden, Kong Yau Road, Yuen Lung Street, Lin Fat Building, and The YOHO Hub.

6.5 For focused groups Long Lok Road, Castle Peak Road – Yuen Long, Fung Yau Street North, Fung Yau Street East, C.C.C. Kei Long College, open area next to C.C.C. Kei Long College, YOHO Town, Yuen Ching Road, Long Yat Road, Yuen Lung Street to the South of the Application Site, and Special Test Point within Phase IIa Development Site, they would have slightly higher VRs under the Baseline Scheme.

6.6 Focused groups at Shap Pat Heung Rural Committee, Wing Fu Mansion, Fung Kwun Street Refuse Collection Point, Man Fung Building, Fung Kwan Street, Ho Shun Lee Building, Yau Tin West Road, Yau Tin East Road to the West of YOHO Town, open areas next to YOHO Town, Wholesale Fishes Market, YOHO Midtown Phase III, Grand YOHO, Sun Yuen Long Centre, Ho Shun Yee Building, and YOHO Midtown Phase I would have comparable ventilation performance between both Schemes in terms of annual predicted LVRs.

6.7 For summer condition, improvement is found under the Proposed Scheme among the area near Fung Yau Street North Sitting-out Area, Fung Yau Path, Wing Fu Mansion, Fung Kwan Street Refuse Collection Point, Man Fung Building, Fung Kwan Street, Ho Shun Lee Building, Fung Yau Street East, open areas next to YOHO Town, Lin Fat Building, and The YOHO Hub, when compared with the Baseline Scheme.

6.8 For focused groups Castle Peak Road – Yuen Long, open area near the Approved Hostel Development, C.C.C. Kei Yuen College, Kong Yau Road, Kwong Ming Ying Loi School, Sun Yuen Long Centre, Long Yat Road, and Special Test Point within Phase IIa Development Site, they would have slightly

higher VRs under the Baseline Scheme.

6.9 Focused groups at Long Lok Road, Sha Pat Heung Rural Committee, Yau Tin East Road to the West of the Application Site, Man Fung Building, Fung Yau Street North, Fung Kwan Street Garden, Fung Kwan Path, open area next to C.C.C. Kei Yuen College, Yau Tin West Road, Yau Tin East Road to the West of the YOHO Town, YOHO Town, Yuen Lung Street to the South of YOHO Midtown, Wholesale Fishes Market, Yuen Ching Road, YOHO Midtown Phase III, Grand YOHO, Ho Shun Yee Building, Yuen Lung Street to the South of the Application Site, and YOHO Midtown Phase I would have comparable ventilation performance between both Schemes in terms of summer predicted LVRs.

6.10 To conclude, the modelling results show that the Proposed Scheme and Baseline Scheme have comparable overall performance while there is some variation of wind availability among individual focused areas. This study demonstrates that the Proposed Scheme will have similar performance to the Baseline Scheme from air ventilation standpoint.

7. TRAFFIC CONSIDERATIONS

7.1 A Traffic Impact Assessment (TIA) has been conducted to assess the potential traffic impact on the existing road network brought about by the Proposed Commercial Development (**Appendix F** refers). The TIA confirms that the potential traffic impact of the Proposed Commercial Development is considered to be very minimal and acceptable to the local road network.

7.2 Traffic count surveys were conducted at 8 existing identified critical junctions to investigate the traffic condition during commuting peak hours in order to review the existing traffic condition. At present, all critical junctions are operating within capacity.

7.3 The Proposed Development is scheduled for completion in 2030 tentatively. Traffic forecast for design year 2033 was produced to assess the traffic impact arising from the Proposed Development.

7.4 Peak hour traffic forecasts in design year 2033 were established based on the growth rate determined by the historical traffic data from Annual Traffic Census and “2021-based Territorial Population and Employment Data Matrix” data.

7.5 Traffic trip generation and attraction volumes for Proposed Scheme are estimated with reference to the latest Transport Planning and Design Manual and the respective development schedule. It is anticipated that the 2-way traffic of the Proposed Development will be reduced by about 39 pcu/hr and 55 pcu/hr during the AM and PM peak hour for the Proposed Scheme comparing to the Approved Scheme.

7.6 All junctions would be operating at capacity under both reference and design case in 2033, revealing that the traffic impact induced by the Proposed Development would be minimal.

7.7 The pedestrian assessment was conducted to assess the future performances of the surrounding footpaths, and the assessment results suggested that all the surrounding footpaths will be operating within capacity.

7.8 The traffic impact during the construction stage is also reviewed. Taking into consideration the site area of the Application Site as well as the proposed scale of the development, it is estimated that the construction vehicles to/from the Application Site would be approximately 10 pcu/hr (i.e. 4 vehicles). As compared to the existing traffic volume on Castle Peak Road – Yuen Long, the additional traffic induced during the construction stage is considered minimal, which the traffic impact is anticipated to be negligible. Given that Yau Tin East Road is designated as a prohibited zone with heavy pedestrian traffic, the construction vehicles associated with the main site works will primarily access the site via Fung Yau Street North, while Yau Tin East Road will only be used for relatively minor activities, such as loading and unloading operations. The detailed construction sequence and associated traffic arrangements will be subject to the future contractor's work planning and methodology. The Applicant will also liaise with and consult the relevant Government departments in detailed design stage.

7.9 In light of the findings of the TIA, it is concluded that the Proposed Development would be acceptable in traffic terms.

9. DRAINAGE, SEWERAGE AND WATER SUPPLY CONSIDERATIONS

9.1 Drainage Impact Assessment

9.1.1 A Drainage Impact Assessment (DIA) for the Application Site was previously approved under planning application No. A/YL/298, i.e. the Approved CDA Development. Under this planning application, the MLP for Phase IIa is amended for the Proposed Commercial Development, and the drainage impacts arising from the Proposed Commercial Development have been assessed.

9.1.2 The surface runoff of the Proposed Commercial Development will be discharged to a proposed drainage system to be ultimately discharged to the existing nullah SCP1009740 to the south of Phase IIa Development Site.

9.1.3 Based on the hydraulic calculation, the Proposed Commercial Development will not impose adverse impact to the existing drainage system and it is envisaged that the Proposed Commercial Development is acceptable in drainage terms.

9.1.4 The details of the DIA are provided in **Appendix G**.

9.2 Sewerage Impact Assessment

9.2.1 A Sewerage Impact Assessment (SIA) for the Application Site was previously approved under planning application No. A/YL/298, i.e. the Approved CDA Development. Under this planning application, the MLP for Phase IIa is amended for the Proposed Commercial Development, and the sewerage impacts arising from the Proposed Commercial Development have been assessed.

9.2.2 Approximately 149.2m^3/day of sewage in average dry weather flow (ADWF) would be generated from the Proposed Commercial Development and conveyed to the existing sewerage system along Yau Tin East Road.

9.2.3 The ADWF under the current scheme of Proposed Commercial Development is reduced compared to the approved SIA under Application No. A/YL/298 and the proposed upgrading works by Phase III will be completed by Year 2030, i.e. same as the tentative completion year for the Proposed Commercial Development.

9.2.4 Compared with the approved SIA under Phase III, an updated hydraulic assessment is presented in this SIA to relocate the sewage discharge point of Phase IIa from FMH1039606 at Castle Peak Road to between FMH1019170 and FMH1019177 at Yau Tin East Road.

9.2.5 Taking into account the above considerations, with the proposed mitigation measures by Phase III development, the Proposed Commercial Development is therefore acceptable in sewerage terms.

9.2.6 The details of the SIA are provided in **Appendix H**.

10.6 Enhancements Incorporated in the Proposed Amendments to the Approved Scheme

Enhanced Connectivity and Walkability

10.6.1 Currently, there is a network of footbridges connecting Yuen Long MTR Station and different residential developments and their podium shopping malls. Upon completion of the Proposed Commercial Development, direct connections between the existing YOHO Mall 1 and the existing footbridge via the future development at adjoining GIC site to the east and west of the Application Site respectively[ab] will complete a walkable loop in the area (**Figure 4.14** refers).

10.6.2 As compared with the Approved Scheme, an area on the 1/F of the Proposed Commercial Development is also reserved for the potential footbridge connection to YOHO Mix/YOHO Hub on the opposite side of Castle Peak Road – Yuen Long[a], which will further enhance the convenience and walkability of the residents and visitors alike in the vicinity.

Elevated Pedestrian Experience with Enhanced Amenities

10.6.3 The dedicated commercial/retail elements at 1/F and M/F of the Proposed Commercial Development, where the proposed footbridge connections are provided[a], will also enrich the pedestrian experience and bring convenience to the residents and visitors of the district (**Figure 4.14** refers).

Enhancement to Visual Permeability

10.6.4 To enhance visual permeability, the scheme also incorporates a refuge floor with voids at 19/F, introducing breaks in the building mass and promoting visual permeability through the tower (**Figure 4.13** refers).

Provision of Multi-level Landscaped Spaces within the Proposed Commercial Development

10.6.5 To facilitate smooth integration with the adjoining development such as YOHO Midtown and the future development at adjoining GIC site, the Proposed Commercial Development will provide private open spaces for the use of future tenants in the form of a multi-level of landscaped areas incorporating G/F landscaped spaces abutting Castle Peak Road – Yuen Long and landscaped roofs at the roof floor (R/F) and top roof floor (TR/F) to maximize greening opportunities (**Figures 4.15 to 4.18** refer).

[a] The reserved openings and potential connections are subject to detailed design and liaison with relevant departments/parties in future.

[b] Openings will be provided to connect with the adjoining GIC site to the west (at M/F), YOHO Mall 1 and potentially YOHO Mix/YOHO Hub (at 1/F) within the proposed Phase IIa development. As for the pedestrian walkway within the building at M/F and 1/F within Phase IIa development, the Applicant will be responsible for design, implementation, management and maintenance. Tentatively, the opening hours of the pedestrian walkway will align with the operation hours of the retail portion of the Proposed Development and YOHO Mall 1 of YOHO Midtown. Relevant details will be provided at detailed design stage subject to liaison and agreement with relevant parties and Government departments.

Annex 3

Comparison of Development Parameters between Phase IIa Development under Approved CDA Development and the Proposed Commercial Development

Comparison of Development Parameters between Phase IIa Development under the Approved CDA Development and the Proposed Commercial Development

Development Parameters	Approved Hotel Development in Phase IIa under A/YL/298 (a)	Proposed Commercial Development in Phase IIa (b)	Difference (b) – (a)
Development Site Area	About 1,285m^2	About 1,230m^2 [(a)]	**-55m^2**
Total Non-domestic GFA	About 12,207m^2	About 12,207m^2 [(b)]	**No change**
Total Plot Ratio	About 9.5	About 9.93	**+0.43**
Maximum Building Height (to the main roof)	Not more than 135.7mPD	Not more than 145mPD	**+9.3m**
Total No. of Storeys [(c)]	**36 storeys above ground** (excluding 1 refuge floor; including 32 hotel storeys + 4 storeys for E&M, BOH, footbridge connection, lobby and EVA)	**29 storeys above ground** (excluding 1 refuge floor and transfer plate; including 23 commercial/office storeys + 2 commercial/retail storeys (including M/F) 4 storeys for E&M, carpark and entrance lobby)	**-7 storeys**
Non-domestic Plot Ratio	About 9.5	About 9.93	**+0.43**
No. of Blocks	1	1	**No change**
No. of Guestrooms	Not more than 324	-	**-324**

[a] Site area based on the latest lot boundary of Lot Nos. 461 RP, 462 S.B, 463 S.B, 495 RP and 539 S.B in D.D. 116.
[b] The total GFA consists of commercial/office (about 11,607m^2) and commercial/retail (about 600m^2).
[c] Excluding transfer plate.

Development Parameters	Approved Hotel Development in Phase IIa under A/YL/298 (a)	Proposed Commercial Development in Phase IIa (b)	Difference (b) – (a)
Carparking Provision			
Parking Spaces			
Private Car - Commercial	0	61	**+61**
Motorcycle - Commercial	0	4	**+4**
Loading/Unloading Bays			
Goods Vehicles - Commercial	3	5	**+2**
Taxi - Commercial	3	0	**-3**
Coach - Commercial	3	0	**-3**

Appendix A

Overall Development Schedule of the Application Site

Overall Development Schedule for Application Site

Development Parameters	Same as Approved Planning Application No. A/YL/298 (For information only)			Phase IIa (Subject Matter)	Total
	Phase I (Already completed & occupied as YOHO Midtown)	Phase IIb (Approved residential T10 development)	Phase III (Approved subsidized sale flats development under construction)		
Site Area (m^2) (about)	**28,711m^2**	**869m^2**	**5,260m^2**	**1,230m^2**	**36,070m^2**
Domestic GFA (max.)	**131,391m^2**	**3,578m^2**	**34,190m^2**	**0m^2**	**169,159m^2**
Non Domestic GFA (max.) Commercial/Retail Use Commercial/Office Use GIC Uses Public Right of Way	**26,209m^2** 21,709m^2 0m^2 1,400m^2 3,100m^2	**0m^2** 0m^2 0m^2 0m^2 0m^2	**2,400m^2** 0m^2 0m^2 2,400m^2 0m^2	**12,207m^2** 600m^2 11,607m^2 0m^2 0m^2	**40,816m^2** 22,309m^2 11,607m^2 3,800m^2 3,100m^2
Total Domestic and Non Domestic GFA (not more than)	**157,600m^2**	**3,578m^2**	**36,590m^2**	**12,207m^2**	**209,975m^2**
Total Plot Ratio (about) Domestic Plot Ratio Non-Domestic Plot Ratio	**5.82** **4.69** **1.13** (1)				
No. of Storeys (2)	**37 storeys above ground** [33-40 residential storeys (excluding 1 refuge floor) over a 5-storey podium (including a mezzanine for kindergarten)]	**30 storeys above ground** [26 residential storeys (excluding 1 refuge floor + 1 sky garden floor) over a 2-storey podium (including 1 floor for covered landscaped area + 1 lobby/E&M floor)]	**40 storeys above ground** [36 residential storeys over a 4-storey podium (including 1 storey of recreational facilities (for residents only) / podium garden + 2 storeys of GIC + 1 entrance lobby / E&M floor) and a 2-storey basement car park]	**29 storeys above ground** (excluding 1 refuge floor and transfer plate; including 23 commercial/office storeys +2 commercial/retail storeys (including M/F) + 4 storeys for E&M, carpark and entrance lobby)	**29 – 40 storeys above ground**
Building Height (to the main roof)	140.5 – 172.65mPD	109.85mPD	137mPD	145mPD	109.85 – 172.65mPD
No. of Blocks	8	1	1	1	11
No. of Units	1,890 units	156 units	720 units	-	2,766 units

Development Parameters	Same as Approved Planning Application No. A/YL/298 (For information only)			Phase IIa (Subject Matter)	Total
	Phase I (Already completed & occupied as YOHO Midtown)	Phase IIb (Approved residential T10 development)	Phase III (Approved subsidized sale flats development under construction)		
Average Flat Size (m^2) (about)	69.52m^2	22.94m^2	47.5m^2	-	22.94m^2 – 69.52m^2
Residential Club House (not more than)	3,941m^2	0m^2	513m^2	-	4,454m^2
Car Parking	**539**	**0**	**282**	**65**	**886**
Private Car					
- Residential (including visitors) (3)	355	0	85	Not Applicable	440
- Commercial	182	Not Applicable	Not Applicable	61	243
- Public Vehicle Park	Not Applicable	Not Applicable	70	Not Applicable	70
- GIC	2	Not Applicable	0	Not Applicable	2
Motorcycle					
- Residential	0	0	7	Not Applicable	7
- Commercial	Not Applicable	Not Applicable	Not Applicable	4	4
Bicycle					
- Residential Bicycle Park	0	0	56	Not Applicable	56
- Public Bicycle Park	Not Applicable	Not Applicable	64	Not Applicable	64
Loading/Unloading	**34**	**0**	**5**	**5**	**44**
LGV					
- Residential	0	0	3	Not Applicable	3
- Commercial	Not Applicable	Not Applicable	Not Applicable	3	3
HGV					
- Residential	8	0	2	Not Applicable	10
- Commercial	Not Applicable	Not Applicable	Not Applicable	2	2
Good Vehicles					
- Commercial	22	Not Applicable	Not Applicable	*(counted above)*	22

Development Parameters	Same as Approved Planning Application No. A/YL/298 (For information only)			Phase IIa (Subject Matter)	Total
	Phase I (Already completed & occupied as YOHO Midtown)	Phase IIb (Approved residential T10 development)	Phase III (Approved subsidized sale flats development under construction)		
School bus					
- GIC	2	Not Applicable	0	Not Applicable	2
Taxi					
- GIC	2	Not Applicable	0	Not Applicable	2

Remarks:

(1) The total non-domestic plot ratio consists of commercial/retail (about 0.62), commercial/office (about 0.32), GIC (about 0.11) and Right of Way (about 0.09).

(2) Excluding transfer plate.

(3) Including visitors car parking spaces (5 per block).

Attachment 5

Revised Traffic Impact Assessment

Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)

Traffic Impact Assessment

August 2026

AECOM

Table of Contents

Page

1 INTRODUCTION 1

1.1 Background 1
1.2 Objectives 1
1.3 Report Structure 2

2 PROPOSED DEVELOPMENT 3

2.1 Development Schedule 3
2.2 Development Access 3
2.3 Internal Transport Facilities 4

3 EXISTING TRAFFIC CONDITIONS 6

3.1 Existing Road Network 6
3.2 Traffic Survey 6
3.3 Junction Assessment 6
3.4 Existing Public Transport Facilities 7

4 FUTURE TRAFFIC CONDITIONS 10

4.1 Design Year 10
4.2 Traffic Forecast 10
4.3 Planned / Potential Future Developments 11
4.4 Comparison of Traffic Generation of the Approved Scheme and Proposed Commercial Development 13
4.5 2033 Traffic Forecasts 15

5 TRAFFIC IMPACT ASSESSMENT 16

5.1 Junction Capacity Assessment 16
5.2 Pedestrian Traffic Assessment 17
5.3 Review on Traffic Impact During Construction Stage 20

6 SUMMARY AND CONCLUSION 21

6.1 Summary 21
6.2 Conclusion 22

List of Tables

Page

Table 2.1 Development Schedule (Phase IIa) 3
Table 2.2 Provision of Car Parking and Servicing Facilities 4
Table 2.3 Summary of Parking Facilities 5
Table 3.1 Critical Junctions 6
Table 3.2 Existing Junction Performance 7
Table 3.3 Public Transport Services 7
Table 4.1 Historical Annual Average Daily Traffic (AADT) Flows from ATC 10
Table 4.2 2021-based TPEDM Planning Data 11
Table 4.3 Planned / Potential Future Developments in the Vicinity 11
Table 4.4 Estimated Trip Generation for the Planned / Potential Future Developments ... 12
Table 4.5 Adopted Trip Rate for the Subject Site under Approved Scheme 13
Table 4.6 Estimated Trip Generation and Attraction for the Subject Site under Approved Scheme 14
Table 4.7 Adopted Trip Rate for the Proposed Commercial Development 14
Table 4.8 Estimated Trip Generation and Attraction for the Proposed Commercial Development 14
Table 4.9 Comparison of Estimated Traffic Flows of Approved Scheme and Proposed Commercial Development 15
Table 5.1 Junction Performance in 2033 16
Table 5.2 LOS for Walkway 17
Table 5.3 Year 2025 Pedestrian Operational Performance 18
Table 5.4 Adopted Pedestrian Trip Rate 19
Table 5.5 Pedestrian Generation of Proposed Development 19
Table 5.6 Year 2033 Pedestrian Operational Performance 19

List of Figures

Figure 1.1 Site Location Plan
Figure 2.1 Master Layout Plan
Figure 2.2 Planned Vehicular Access Arrangement
Figure 3.1 Existing Road Network and Critical Junctions
Figure 3.2 Existing Layout for Junction of Castle Peak Road – Yuen Long / Long Yat Road (J1)
Figure 3.3 Existing Layout for Junction of Castle Peak Road – Yuen Long / Fung Cheung Road (J2)
Figure 3.4 Existing Layout for Junction of Fung Cheung Road / Fung Yau Street North (J3)
Figure 3.5 Existing Layout for Junction of Fung Cheung Road / Ma Tong Road (J4)
Figure 3.6 Existing Layout for Junction of Ma Tong Road / Fung Ki Road (J5)
Figure 3.7 Existing Layout for Junction of Ma Tong Road / Ma Tong Road (J6)
Figure 3.8 Existing Layout for Junction of Fung Yau Street / Fung Kwan Street / Yuen Lung Street (J7)
Figure 3.9 Existing Layout for Junction of Yuen Lung Street / Access Road to YOHO Midtown (J8)
Figure 3.10 2025 Observed Traffic Flows
Figure 3.11 Existing Public Transport Facilities
Figure 4.1 Future Potential Developments in Vicinity of the Application Site
Figure 4.2 2033 Reference Traffic Flows
Figure 4.3 2033 Design Traffic Flows
Figure 4.4 2033 Development Traffic Flows
Figure 5.1 2025 Observed Pedestrian Flow
Figure 5.2 2033 Design Pedestrian Flow

Appendix

Appendix A Development Schedule and Layout Plans of the Proposed Development
Appendix B Prior Approval from Transport Department on the Proposed Vehicular Access
Appendix C Swept Path Analysis of the Vehicular Access
Appendix D Junction Capacity Calculation Sheets

1 INTRODUCTION

1.1 Background

1.1.1 The Application Site is bounded by Yau Tin East Road to the south and Castle Peak Road – Yuen Long to the north. It is currently zoned "Comprehensive Development Area" ("CDA") on the Draft Yuen Long Outline Zoning Plan (OZP) No. S/YL/28, which is subject to a maximum domestic plot ratio of 5 for a domestic building or a maximum non-domestic plot ratio of 9.5 for a non-domestic building. The Application Site is also the subject of a previous planning application No. A/YL/298 approved by the Town Planning Board (TPB) on 31 March 2023.

1.1.2 According to the latest planning application No. A/YL/298 for the subsidized sale flats (SSF) and social welfare facility (SWF) development approved on 31.3.2023 (hereafter referred to as the "Approved CDA Development") for the subject "CDA" site, the Approved CDA Development is divided into three phases, including Phase I (i.e. the completed commercial/residential development known as the completed YOHO Midtown at the northern and eastern portions), Phases IIa & IIb (i.e. the approved hotel and flats development at the northwestern portion), and Phase III (i.e. the proposed SSF and SWF under the approved application at the southwestern portion).

1.1.3 While the Application Site includes all phases within the subject "CDA" zone, it should be emphasized that the subject matter of the current planning application is only the Proposed Commercial Development at the Phase IIa development site of the "CDA" zone, which is therefore the focus of this report. No change is proposed for Phases I, IIb and III developments.

1.1.4 Under the Approved CDA Development, Phases IIa was proposed for hotel development. However, in order to contribute to creating a mixed-use neighbourhood in Yuen Long District, Phase IIa is now proposed for a commercial/office development with supporting retail facilities.

1.1.5 AECOM Asia Co. Ltd was commissioned by the Applicant to prepare a Traffic Impact Assessment (TIA) report in support of the Section 16 planning application.

1.2 Objectives

1.2.1 The main objectives of this report are as follows: -

- Outline the Proposed Commercial Development parameters and internal transport facilities;
- Review the current traffic condition in the vicinity of the Phase IIa Development Site;
- Estimate the potential traffic generations and attractions of the Phase IIa Development Site;
- Produce traffic forecasts on the surrounding road network at the adopted design year;
- Assess traffic impact on the surrounding road network induced from the Proposed Commercial Development; and
- Develop traffic improvement proposal(s) if necessary

1.3 Report Structure

1.3.1 Following this introductory chapter, the TIA is structured as follows:

- Chapter 2: Proposed Commercial Development, describes the development schedule of the Phase IIa Development Site and its internal traffic facilities provisions, access arrangement, etc.;
- Chapter 3: Existing Traffic Conditions, reviews the current traffic conditions in the vicinity;
- Chapter 4: Future Traffic Conditions, describes the traffic forecasting methodology and presents the estimated traffic flows in design year;
- Chapter 5: Traffic and Pedestrian Impact Assessment, assesses the traffic and pedestrian impact induced on the surrounding road network and recommends improvement schemes, if considered necessary; and
- Chapter 6: Summary and Conclusion, summarizes the findings of the study and presents the conclusion of this TIA.

2 PROPOSED DEVELOPMENT

2.1 Development Schedule

2.1.1 The development schedule of the Proposed Commercial Development at the Phase IIa Development Site in the comparison to the approved planning application is presented in **Table 2.1**. The proposed indicative Master Layout Plan (MLP) under the current application is presented in **Figure 2.1** for reference. The full development schedule and layout plans are enclosed in **Appendix A** for reference.

Table 2.1 Development Schedule (Phase IIa)

Development Parameters	Approved Hotel Development (A/YL/298)	Proposed Commerical Development
Phase IIa Development Site Area	1,285m^2	1,230m^2
Non-Domestic Portion		
Total Plot Ratio	9.5	9.93
Total GFA	12,207 m^2	12,207m^2

2.2 Development Access

2.2.1 The vehicular run-in/out of the Proposed Commercial Development would be located at Yau Tin East Road with run-in/out type as presented in **Figure 2.2**. Transport Department had expressed their no objection in principle to the design of the vehicular access of the proposed development under previous approved application. The relevant email is enclosed in **Appendix B**. The detailed design of the vehicular access and associated road works will be further provided to TD and relevant departments (i.e. HyD and DSD) for review and approval in detail design stage.

2.2.2 The Applicant would be responsible for the construction of the vehicular bridge access over the existing nullah for the use of the Proposed Commercial Development. Upon completion of construction, the vehicular bridge will be handed back to Government for management and maintenance. The vehicular access would be completed prior to the population intake of the development.

2.2.3 The existing access arrangements for adjacent developments including the adjoining Government, Institution or Community (GIC) site and Phase IIb will remain unchanged. Before completion of Phase IIa, the access arrangements for the adjoining GIC site and Phase IIb will rely on Yau Tin East Road, which will remain unchanged as the existing. The vehicular bridge forms part of the green area under the Land Grant for Phase IIa, which will then be handed over to the Government for future management and maintenance after completion. The design of proposed vehicular bridge crossing the nullah will also be capable of serving the adjoining GIC site and Phase IIb as needed for both ingress and egress in the future. The swept path analysis of the vehicular run-in/out is presented in **Appendix C** for reference.

2.2.4 The existing access arrangements for adjacent sites via Yau Tin East Road would be maintained.

2.3 Internal Transport Facilities

2.3.1 The parking and loading/unloading facilities of the Proposed Development will be provided in accordance with the requirements as stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) to cater for the transport demand. The respective requirements for all sites are summarized in **Table 2.2** and **Table 2.3** respectively.

Table 2.2 Provision of Car Parking and Servicing Facilities

Type of Development	Parking/ Servicing Facilities	HKPSG Requirements	Phase IIa		
			GFA (m^2)	No. of Internal Transport Facilities required by HKPSG	Proposed Internal Transport Facilities(1)
Office	Parking Spaces	For the 1st 15,000m^2 GFA: 1 space per 150m^2 - 200m^2 GFA Above 15,000m^2 GFA: 1 space per 200 – 300m^2 GFA	11,607m^2	59 - 78	59
	Loading / Unloading Bays	1 space per 2000m^2 - 3000m^2 GFA		4 - 6	4
	Motorcycle Parking Spaces	5% -10% of the total number of carparking spaces		3 - 8	3
Retail	Parking Spaces	1 space per 150m^2 - 300m^2 GFA	600m^2	2 – 4	2
	Loading / Unloading Bays	1 space per 800m^2 - 1200m^2 GFA		1	1
	Motorcycle Parking Spaces	5% -10% of the total number of carparking spaces		1	1

Notes:
(1) Figures are rounded up to nearest number.

Review on Carparking Provision on the Proposed Development (Phase IIa)

2.3.2 As illustrated in **Figure 2.1**, Phase IIa Development Site has an irregular shape. Despite incorporating two car lifts and a turntable to optimize vehicle maneuvering space, the car parking provision for the office development under the Proposed Development (i.e. Phase IIa) remains at the lower end of the carparking requirements set by the HKPSG. The carparking provision at Phase IIa is primarily limited by the constraints imposed by the site's unique shape and the need to maximize usable space for other essential functions.

Review on Carparking Provision at the Vicinity of the Development

2.3.3 There are numerous parking facilities in vicinity of the development, including YOHO Mall I & II, YOHO Mix and YOHO Plus, offering over 2,000 nos. of carparking spaces. According to the conducted carparking survey, the peak occupancy hour for these retail developments differ from those of the office development, it is anticipated that there will be sufficient surplus of parking spaces to address the carparking provision for the proposed development.

2.3.4 The parking facilities as well as the available carparking spaces during the office peak hour as observed in the conducted carparking survey is summarised in **Table 2.3**.

Table 2.3 Summary of Parking Facilities

Developments	Total Carparking Spaces	Total Carparking Spaces Available during Office Peak Period(2)
YOHO Mall I & II	1,246	470
YOHO Mix	45	15
YOHO Plus	880	320
Grand Total	2,171	805

Notes:
(1) The carparking survey was conducted in a typical weekday on September 2024.
(2) Office Period refers to 09:00 – 19:00 in weekday.

2.3.5 As presented in **Table 2.3**, there are over 800 nos. of parking spaces available during the office peak period, which should be well sufficient to cover the parking provision for the proposed development.

3 EXISTING TRAFFIC CONDITIONS

3.1 Existing Road Network

3.1.1 The existing road network in the vicinity of the Application Site is shown in **Figure 3.1**.

3.1.2 The subject development is bounded by Yau Tin East Road to the south and Castle Peak Road – Yuen Long to the north.

3.1.3 Castle Peak Road – Yuen Long is a 3-lane dual carriageway connecting with Long Lok Road to the east and Long Yat Road to the west.

3.1.4 The section of Yau Tin East Road between Castle Peak Road – Yuen Long and Yuen Lung Street along the subject development is a local road with approximately 4.2m wide. The road only allows entry of vehicles (with permit) from Castle peak Road – Yuen Long.

3.2 Traffic Survey

3.2.1 Total of 8 critical junctions have been identified for assessment and listed in **Table 3.1** and shown in **Figure 3.1**.

Table 3.1 Critical Junctions

Ref.	Junction	Type	Fig. No.
J1	Castle Peak Road – Yuen Long / Long Yat Road	Signal	3.2
J2	Castle Peak Road – Yuen Long / Fung Cheung Road	Signal	3.3
J3	Fung Cheung Road / Fung Yau Street North / Kin Lok Street	Priority	3.4
J4	Fung Cheung Road / Hop Yick Road	Priority	3.5
J5	Fung Chueng Road / Fung Kam Street	Priority	3.6
J6	Fung Cheung Road / Ma Tong Road	Signal	3.7
J7	Fung Yau Street / Fung Kwan Street / Yuen Lung Street	Priority	3.8
J8	Yuen Lung Street / Access Road to YOHO Midtown	Priority	3.9

3.2.2 The existing layout of the above junctions is shown in **Figure 3.2** to **Figure 3.9**.

3.2.3 Series of manual classified traffic counts surveys were carried out to establish the current traffic condition in the vicinity. The surveys were undertaken on a typical weekday on June 2025 at 07:30 - 09:30 and 17:00 - 19:00 to appraise the existing traffic conditions of the above junctions.

3.2.4 The survey results indicated that the commuting morning (AM) and evening (PM) peak hours were at 08:30 – 09:30 and 17:45 – 18:45 respectively.

3.2.5 The 2025 observed AM and PM peak hour traffic flows are shown in **Figure 3.10**.

3.3 Junction Assessment

3.3.1 Junction capacity analysis was carried out for the above surveyed junctions which are located in the vicinity of the Phase IIa Development Site to appraise the existing traffic condition based on the 2025 observed peak hour traffic flows.

3.3.2 Based on the turning flows at the above junctions, capacity assessments were carried out in accordance with the methodology documented in the appendices of Transport Planning and Design Manual (TPDM) Vol.2 Ch.4 on priority junction and roundabout capacity assessment. Signal junction assessments were based on TPDM Vol.4.

3.3.3 The existing junction performances of the critical junctions are summarized in **Table 3.2**. Capacity calculation sheets are attached in **Appendix D**.

Table 3.2 Existing Junction Performance

Ref.	Junction	Indicator(1)	2025 Observed	
			AM Peak	PM Peak
J1	Castle Peak Road – Yuen Long / Long Yat Road	RC	29%	29%
J2	Castle Peak Road – Yuen Long / Fung Cheung Road	RC	44%	38%
J3	Fung Cheung Road / Fung Yau Street North / Kin Lok Street	DFC	0.67	0.70
J4	Fung Cheung Road / Hop Yick Road	DFC	0.48	0.86
J5	Fung Chueng Road / Fung Kam Street	DFC	0.52	0.59
J6	Fung Cheung Road / Ma Tong Road	RC	57%	38%
J7	Fung Yau Street / Fung Kwan Street / Yuen Lung Street	DFC	0.66	0.78
J8	Yuen Lung Street / Access Road to YOHO Midtown	DFC	0.71	0.72

Note:
(1) RC = Reserve Capacity for signal junction; DFC = Design Flow / Capacity ratio for priority junction or roundabout

3.3.4 At present, all critical junctions are operating within capacity.

3.4 Existing Public Transport Facilities

3.4.1 Currently, there are existing bus and minibus stops travelling along Castle Peak Road. The respective servicing schedules are listed in **Table 3.3** and the locations of various public transport services are indicated in **Figure 3.11**.

Table 3.3 Public Transport Services

Route No.	Origin – Destination	Frequency (min.)
Franchised Bus		
53	Yoho Mall (Yuen Long) – Tsuen Wan (Nina Tower)	25 - 35
54	Yuen Long (West) – Sheung Tsuen (Circular)	20 – 30
68	Park Yoho – Yoho Mall (Circular)	30
64K	Yuen Long (West) – Tai Po Market Station	8 – 20
68E	Yuen Long Park – Tsing Yi Station	15 – 30
68F	Park Yoho – Yuen Long Park (Circular)	30
68M	Tsuen Wan Station – Yuen Long (West)	5 – 20
68X	Hung Shui Kiu (Hung Fuk Estate) – Mongkok (Park Avenue)	10 - 25

Route No.	Origin – Destination	Frequency (min.)
76K	Sheung Shui (Ching Ho) – Long Ping Estate	20 – 30
77K	Sheung Shui – Yuen Long (Fung Cheung Road)	12 – 30
261X	Tuen Mun Central – Fanling (Cheung Wah)	06:55, 7:15, 17:45, 18:30
264R	Tin Yiu – Tai Po Market Station	30
265S	Tin Sui Wai Town Centre – Tai Po Industrial Estate	06:40, 07:15
268A	Long Ping Estate – Kwun Tong Ferry	07:05, 07:20
268B	Long Ping Estate – Hung Hom (Hung Luen Road)	20 – 30
268C	Long Ping Estate – Kwun Tong Ferry	5 – 20
268P	Ma Wang Road (San Shui House) – Kwun Tong Ferry	07:10, 07:20, 07:30
268X	Hung Fuk Estate – Jordan (West Kowloon Station)	10 – 30
269D	Tin Fu – Lek Yuen	7 – 25
276	Tin Tsz – Sheung Shui	15 – 20
276C	Tin Shui Wai Station – Sheung Shui	07:10, 07:20, 18:00, 18:30
276P	Tin Shui Wai Station – Sheung Shui	5 - 25
968	Yuen Long (West) – Causeway Bay (Tin Hau)	15 – 25
968A	Yuen Long (West) – Causeway Bay (Tin Hau)	07:30, 07:45
968X	Yuen Long (West) – Causeway Bay (Tin Hau)	07:10, 07:20, 07:30, 07:40, 07:50, 08:00
A36	Kam Sheung Road Station – Airport	15 – 60
B1	Tin Tsz – Lok Ma Chau Station	10 – 20
B2	Yuen Long Station – Shenzhen Bay Port	20 – 30
E36	Pat Heung Road – Airport	15 – 25
E36A	Yuen Long (Tak Yip Street) – Tung Chung (Yat Tung)	20 – 60
E36S	Yuen Long (Ma Wang road) – Airport	15 – 25
K65	Yuen Long Station – Lau Fau Shan	9 – 16
N269	Tin Tsz – Mei Foo (Overnight service)	20 – 25
N30	Yuen Long Station – Airport (Overnight Services)	03:25, 04:20
N368	Yuen Long Station – Central (Overnight Services)	20 – 25
NA36	Cathay Pacific City – Kam Sheung Rd Station (Overnight Services)	03:45, 04:15, 04:35, 04:55
P968	Yuen Long (West) – Causeway Bay (Tin Hau)	09:30, 10:30
Green Mini-Bus (GMB)		
31	Hong King Street – Tong Yan San Tsuen (Circular)	6 – 10
32	Yuen Long Station (North) PTI – Tan Kwei Tsuen	10 – 15
36	Yuen Long (Fook Hong Street) – Tai San Wai Rural Office	10 – 15
37	Yuen Long (Fook Hong Street) – Yau Tam Mei Village Office	12 – 15
38	Yuen Long (Fook Hong Street) – Yau Tam Mei West	10 - 15

Route No.	Origin – Destination	Frequency (min.)
39	Kung Um Road – Yuen Long Station	5 - 8
71	Yuen Long Tai Hang Street – Shek Wu Tong (Ho Pui)	15
72	Kam Sheung Road Station – Lui Kung Tin	10
75	Yuen Long (Fook Hong Street) – Ha Wan Tsuen	10 – 20
76	Yuen Long (Fook Hong Street) – Siu Hum Tsuen	15 – 20
601	Fung Cheung Road – Pak Wai Tsuen	10 – 20
601C	Fung Cheung Road – Kam Sheung Road Station (Circular)	20
602	Fung Cheung Road – Tai Kong Po	15 – 20
602C	Fung Cheung Road – Kam Sheung Road Station (Circular)	20
603	Fung Cheung Road – Fung Kat Heung	20 – 25
604	Shan Ha Tsuen – Yuen Long (Fau Tsoi Street) (Circular)	10 - 20
606S	Fung Cheung Road – Tsim Sha Tsui East (All-night service)	6 – 13
608	Wang Toi Shan – Kam Sheung Road Station (Circular Route)	10 - 13
609	Yuen Long Stadium – Pok Oi Hospital (Circular)	6 – 15
609B	Long Shin Estate – Yuen Long Station (Circular)	6
609S	Long Shin Estate – Yuen Long Town (Circular)	10
611	Shan Pui Road – Fau Tsoi Street (Circular)	8 – 15
611A	Yuen Long Station – Shan Pui Road (Circular)	5
611B	Kwan Lok Lane – Yuen Long Station (Circular)	15
623	Yuen Long (Fung Cheung Road) – Kong Tau Tsuen	15 - 30

4 FUTURE TRAFFIC CONDITIONS

4.1 Design Year

4.1.1 The proposed development is tentatively scheduled for completion in 2030. Year 2033 is selected as a design year in this TIA for assessment purpose (i.e. 3 years after the planned completion).

4.2 Traffic Forecast

4.2.1 The traffic forecast for the Approved Case (year 2033 with the Approved Scheme of subject development) were formulated by (i) applying the annual growth rate to the 2023 observed traffic flows to derive 2033 background traffic flows and (ii) superimposing the traffic flows generated from the Approved Scheme and other planned / potential future developments in the vicinity of the Site.

4.2.2 The traffic forecast for the Design Case (year 2033 with the Proposed Commercial Scheme of subject development) would be the traffic forecast in Approved Case plus the net changes of traffic generation due to the Proposed Commercial Scheme of subject development.

4.2.3 To obtain the aforesaid annual growth rate, two sets of data was referenced. The data include (i) the historical traffic data in Annual Traffic Census (ATC) and (ii) the planning data in ”2021-based Territorial Population and Employment Data Matrix” (TPEDM) published by the Planning Department in the website.

Historical Traffic Data from ATC

4.2.4 The annual average daily traffic (AADT) flow and annual growths of the nearby counting stations from 2017 to 2023 as presented in the ATC reports published annually by Transport Department are summarized in below **Table 4.1**.

Table 4.1 Historical Annual Average Daily Traffic (AADT) Flows from ATC

ATC Stn. No.	Road Name	A.A.D.T. (veh/day)						
		2017	2018	2019	2020	2021	2022	2023
5208	Long Yip Street / Yuen Long On Lok Road	36,940	37,360	37,050	35,270	36,990	35,350	37,230
5233	Fung Cheung Road	25,880	24,600	24,280	23,280	24,210	23,470	23,230
5440	Yuen Long Main Rd	44,420	45,510	45,570	45,860	47,700	46,240	47,330
5650	Yuen Long Main Rd	23,320	23,900	23,730	23,440	24,970	24,210	24,780
6033	Yuen Long Main Rd	23,000	24,060	23,890	22,900	23,820	23,310	24,670
6059	Long Yip Road	24,030	25,480	26,500	25,230	26,460	24,450	23,240
Total		**177,590**	**180,910**	**181,020**	**175,980**	**184,150**	**177,030**	**180,480**
Average Traffic Growth Rate from 2017 to 2023 = 0.31% per annum								

4.2.5 As shown in **Table 4.1**, the average growth rate from 2017 to 2023 is about **0.31%** per annum according to the historical ATC data.

Population and Employment estimates from TPEDM

4.2.6 The traffic growth rate was also referred to 2021-based TPEDM data which is available in Planning Department's website. **Table 4.2** shows the years 2026 and 2031 population and employment planning data in Yuen Long district.

Table 4.2 2021-based TPEDM Planning Data

Planning Data District	Year 2026		Year 2031	
	Population	Employment	Population	Employment
Yuen Long	685,000	238,500	760,600	258,200
Total	923,500		1,018,800	
	Annual Growth Rate = 1.98%			

Adopted Annual Growth Rate

4.2.7 Based on the results given by TPEDM estimates and AADT historical data, an annual growth rate of +**1.98%** per annum is adopted for projecting the peak hour traffic flows from 2025 to 2033 for conservative assessments.

4.3 Planned / Potential Future Developments

4.3.1 There are several planned / potential future developments adjacent to the Proposed Development. The development parameters of the planned / potential future developments and their location are shown in **Table 4.3** and **Figure 4.1** respectively.

Table 4.3 Planned / Potential Future Developments in the Vicinity

Ref.	Development Site	Land Use	Assumed Development Parameter
1	Grand YOHO (A/YL/139-1)	Residential	Total GFA of 225,915m^2 with 2,508 flats
2	YOHO Hub (A/YL/209)	Residential	Total GFA of 126,455m^2 with 1,876 flats
3	Sol City (A/YL/188-1)	Residential	Total GFA of 41,990m^2 with 720 flats
4	Park YOHO Napoli (A/YL-KTN/118-2)	Residential	Total 712 flats for residential development
5	Kam Tin South Development(1)	Residential & Commercial	Total of 33,700 flats with 49,000m^2 of office development
6	Wang Chau & YLIE Extension (1) (DC 2016/80)	Residential & Industrial	Total of 16,975 flats with 291,545m^2 of industrial development
7	Yuen Long South Development (PWSC(2025-26)3)	Residential, commercial & Industrial	Total of 31,750 residential flats (21,150 public, 10,600 private) including 229,000m^2 of commercial development and 496,900m^2 of industrial development

Ref.	Development Site	Land Use	Assumed Development Parameter
8	Proposed Conservation of Historic Building (Pun Uk) and Residential Care Homes for the Elderly (A/YL-NSW/292)	Heritage	Total GFA of 9,178.9m^2 with 530 beds
9	Phase III of Approved CDA Development at "CDA" zone in Yuen Long Area 12 (A/YL/298)	Residential	Domestic GFA is not more than 34,190m^2 with not more than 720 flats
10	CDA(1) Development at Cheung Chun San Tsuen (A/YL-KTN/604)	Residential	Total GFA of 179,838m^2 with 3,891 flats
11	D.D. 115, Tung Shing Lei, Yuen Long (A/YL-NSW/274)	Residential	Total GFA of 70,328m^2 with 1,518 flats
12	D.D. 115 at Chung Yip Road, Nam Sang Wai (A/YL-NSW/282)	Residential	Total GFA of 7,296m^2 with 112 flats
13	Proposed Underground Public Vehicle Park Keung Yip Street, Tung Tau Industrial Area, Yuen Long (A/YL/290)	PVP & Sport Facilities	190 nos. of parking spaces
14	Phase II of Approved CDA Development at D.D. 107, Kam Tin, Yuen Long (A/YL-KTN/663)	Residential	Total GFA of 258,896m^2 with 4,282 flats
15	Tung Shing Lei Phase 2 (LSPS/002)	Residential	Total GFA of 143579 sqm with 3129 flats (Public & Private portions combined)
16	Sha Po North Public Housing (S/YL-KTN/9)	Residential	Total of 16,300 flats

Note: (1) The information was available from the public domain.

4.3.2 Estimation of the traffic generation and attraction volume are derived from the trip rates as stipulated in Annex C of Transport Planning and Design Manual (TPDM) Volume 1 Chapter 3 published by Transport Department**.**

4.3.3 **Table 4.4** summarizes the estimated trip generations of the above Planned and Potential Future Developments.

Table 4.4 Estimated Trip Generation for the Planned / Potential Future Developments

Ref.	Development Site	Estimated Trips (pcu/hr)			
		AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
1	Grand YOHO (A/YL/139-1)	49	29	20	27
2	YOHO Hub (A/YL/209)	90	64	58	70
3	Sol City (A/YL/188-1)	52	31	21	27

Ref.	Development Site	Estimated Trips (pcu/hr)			
		AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
4	Park YOHO Napoli (A/YL-KTN/118-2)	12	7	5	6
5	Kam Tin South Development	2503	1552	1041	1304
6	Wang Chau & YLIE Extension(1) (DC 2016/80)	1003	954	796	817
7	Yuen Long South Development (PWSC(2025-26)3)	1221	1139	974	913
8	Proposed Conservation of Historic Building (A/YL-NSW/292)	5	5	5	5
9	Phase III of Approved CDA Development at "CDA" zone in Yuen Long Area 12 (A/YL/298)	60	38	26	37
10	CDA(1) Development at Cheung Chun San Tsuen (A/YL-KTN/604)	279	165	111	144
11	D.D. 115, Tung Shing Lei, Yuen Long (A/YL-NSW/274)	109	65	43	56
12	D.D. 115 at Chung Yip Road, Nam Sang Wai (A/YL-NSW/282)	763	434	521	647
13	Proposed Underground Public Vehicle Park Keung Yip Street, Tung Tau Industrial Area, Yuen Long (A/YL/290)	25	6	4	15
14	Phase II of Approved CDA Development at D.D. 107, Kam Tin, Yuen Long (A/YL-KTN/663)	307	182	122	158
15	Tung Shing Lei Phase 2	203	131	90	119
16	Sha Po North Public Housing	704	528	386	491

4.4 Comparison of Traffic Generation of the Approved Scheme and Proposed Commercial Development

4.4.1 Based on the approved application, the adopted trip rates as well as the estimated trip rates and traffic generation / attraction for the Subject Site under Approved Scheme is presented in **Table 4.5** and **4.6** respectively.

Table 4.5 Adopted Trip Rate for the Subject Site under Approved Scheme

Land Use	Adopted Trip Rates (pcu/hr/guest room)				Note
	AM Peak		PM Peak		
	Gen.	Att.	Gen.	Att.	
Hotel	0.1329	0.1457	0.1290	0.1546	(1)

Note:
(1) Extracted from TPDM Volume 1 Chapter 3 Annex C, Hotel (mean)

Table 4.6 Estimated Trip Generation and Attraction for the Subject Site under Approved Scheme

Subject Site (Approved Scheme)		Trip Generation and Attraction (pcu/hr)			
	Guest Room	AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Hotel	324	44	48	42	51
	Total	**44**	**48**	**42**	**51**

4.4.2 Based on the development schedule as mentioned in Section 2, the adopted trip rate extracted from Annex D of TPDM Volume 1 Chapter 3 and the development trip generation and attraction under the Proposed Commercial Development for the Subject Site are illustrated in **Table 4.7** and **4.8** respectively.

Table 4.7 Adopted Trip Rate for the Proposed Commercial Development

Land Use	Adopted Trip Rates (pcu/hr/100m^2)				Note
	AM Peak		PM Peak		
	Gen.	Att.	Gen.	Att.	
Retail	0.2296	0.2434	0.3100	0.3563	(1)
Office	0.1703	0.2452	0.1573	0.1175	(2)

Note:
(1) Extracted from TPDM Volume 1 Chapter 3 Annex C, Retail / Shopping Complex (Office + Retail) (mean)
(2) Extracted from TPDM Volume 1 Chapter 3 Annex C, Office (mean)

Table 4.8 Estimated Trip Generation and Attraction for the Proposed Commercial Development

Subject Site (Proposed Scheme)		Trip Generation and Attraction (pcu/hr)			
	GFA (m	AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Retail	600 m^2	2	2	2	3
Office	11,607 m^2	20	29	19	14
	Total	**22**	**31**	**21**	**17**

4.4.3 By comparing the total development trip generated and attracted by the Subject Site under the Approved Scheme and Proposed Commercial Development, the net differences of the development trips are presented in **Table 4.9**.

Table 4.9 Comparison of Estimated Traffic Flows of Approved Scheme and Proposed Commercial Development

Subject Development	Estimated Trips (pcu/hr)			
	AM Peak		PM Peak	
	Gen.	Att.	Gen.	Att.
Approved Scheme	44	48	42	51
Proposed Commercial Development	**22**	**31**	**21**	**17**
Net Difference = Proposed Commercial Development –Approved Scheme in OZP	**-22**	**-17**	**-21**	**-34**

4.4.4 As shown in **Table 4.9**, 2-way traffic of the Proposed Commercial Development will be reduced by **-39** pcu/hr and **-55** pcu/hr during AM and PM peak hour respectively. Thus, it is anticipated that the Proposed Development would have no adverse impact to the road network.

4.5 2033 Traffic Forecasts

4.5.1 By applying the adopted growth rate +1.98% per annum to 2025 existing traffic flow and superimposing the planned / potential future developments trips as listed in **Table 4.4**, the 2033 background traffic forecast (without proposed development) has been obtained.

4.5.2 Based on the 2033 background traffic forecasts (without proposed development) as described in **Section 4.3**, the 2033 reference traffic flows were produced by adding the trips generated by the proposed development as approved in previous planning application as listed in **Table 4.5**. The 2033 reference traffic flows are shown in **Figure 4.2**.

4.5.3 The net difference of the Proposed Development as estimated in **Table 4.9** were superimposed to 2033 reference traffic flows to produce 2033 design traffic flows. The 2033 design traffic flows are shown in **Figure 4.3**. The 2033 development traffic flows are shown in **Figure 4.4**.

5 TRAFFIC IMPACT ASSESSMENT

5.1 Junction Capacity Assessment

5.1.1 The operational performance of the 8 critical junctions based on year 2033 traffic forecasts as mentioned in **Section 4** have been assessed.

5.1.2 The results of junction capacity analysis are summarized in **Table 5.1.**

Table 5.1 Junction Performance in 2033

Ref.	Junction	Indicator(1)	Year 2033			
			Approved Case		Design Case	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Castle Peak Road – Yuen Long / Long Yat Road	RC	10%	12%	11%	14%
J2	Castle Peak Road – Yuen Long / Fung Cheung Road	RC	22%	18%	23%	20%
J3	Fung Cheung Road / Fung Yau Street North / Kin Lok Street	DFC	0.99	0.92	0.96	0.89
J4	Fung Cheung Road / Hop Yick Road	DFC	0.71	0.99	0.71	0.99
J5	Fung Cheung Road / Fung Kam Street	DFC	0.79	0.97	0.79	0.97
J6	Fung Cheung Road / Ma Tong Road	RC	27%	13%	27%	13%
J7	Fung Yau Street / Fung Kwan Street / Yuen Lung Street	DFC	0.84	0.94	0.81	0.91
J8	Yuen Lung Street / Access Road to YOHO Midtown	DFC	0.86	0.83	0.84	0.80

Note:
(1) RC = Reserve Capacity for signal junction; DFC = Design Flow / Capacity ratio for priority junction or roundabout

5.1.3 As shown in **Table 5.1**, all junctions would be operating at sufficient capacity in 2033.

5.1.4 As the improvement works at Pok Oi Interchange have significantly enhanced junction performance and alleviated traffic congestion in Yuen Long District, it is anticipated that the traffic impact from the subject development will be minimal and is considered acceptable in traffic viewpoint.

5.2 Pedestrian Traffic Assessment

5.2.1 To review the existing pedestrian situation, pedestrian head count surveys have been conducted at the footpath sections in the vicinity of the subject site on a normal weekday in June 2025 during morning and evening peak periods. The observed morning and evening peak hours fall within 07:30 – 08:30 and 17:50 – 18:50 respectively. The observed pedestrian flows are shown in **Figure 5.1**.

Existing Pedestrian Assessment

5.2.2 In order to address the performance of the surrounding pedestrian facilities, Level-of-Services (LOS) assessment of the critical footpaths have been conducted.

5.2.3 LOS assessment was carried out based on the definitions presented in Transport Design and Planning Guideline (TPDM) published by Transport Department (TD) and Highways Capacity Manual (HCM) 2000. The LOS definition is briefly described in **Table 5.2**. In general, LOS C is desirable for most designs on streets with dominant 'living' pedestrian activities.

Table 5.2 LOS for Walkway

LOS	Flow Rate (ped/min/m)	Description
A	≤ 16	Pedestrians basically move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected, and conflicts between pedestrians are unlikely.
B	16 - 23	Sufficient space is provided for pedestrians to freely select their walking speeds, to bypass other pedestrians and to avoid crossing conflicts with others. At this level, pedestrians begin to be aware of other pedestrians and to respond to their presence in the selection of walking paths.
C	23 – 33	Sufficient space is available to select normal walking speeds and to bypass other pedestrians primarily in unidirectional stream. Where reverse direction or crossing movement exist, minor conflicts will occur, and speed and volume will be somewhat lower.
D	33 – 49	Freedom to select individual walking speeds and bypass other pedestrians is restricted. Where crossing or reverse-flow movements exist, the probability of conflicts is high and its avoidance requires changes of speeds and position. The LOS provides reasonable fluid flow; however considerable friction and interactions between pedestrians are likely to occur.
E	49 – 75	Virtually, all pedestrians would have their normal walking speeds restricted. At the lower range of this LOS, forward movement is possible only by shuffling. Space is insufficient to pass over slower pedestrians. Cross- and reverse-movement are possible only with extreme difficulties. Design volumes approach the limit of walking capacity with resulting stoppages and interruptions to flow.

LOS	Flow Rate (ped/min/m)	Description
F	> 75	Walking speeds are severely restricted. Forward progress is made only by shuffling. There are frequent and unavoidable conflicts with other pedestrians. Cross- and reverse-movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristics of queued pedestrians than of moving pedestrian streams.

5.2.4 Footpaths with LOS A to C are considered desirable with sufficient space for the pedestrian to select normal walking speeds to bypass. For footpaths with LOS D represent freedom to select individual walking speeds and bypass other pedestrians is restricted. Unless there are any site constraints, improvement measures should be sought for footpath with LOS D or poorer.

5.2.5 Based on the existing morning peak hour pedestrian flows, the LOS of the surrounded footpaths were assessed, and the results are summarized in **Table 5.3**.

Table 5.3 Year 2025 Pedestrian Operational Performance

Location(1)	Observed 2-way Pedestrian Flow (ped/hr)		Actual Width (m)	Effective Width(2) (m)	Observed 2-way Pedestrian Flow Rate(3) (ped/m/min)		LOS	
	AM	PM			AM	PM	AM	PM
FP1	1870	1305	4.0	3.0	10.39	7.25	A	A
FP2	300	570	4.0	3.0	1.67	3.17	A	A
FP3	940	895	3.0	2.0	7.83	7.46	A	A
FP4	980	1250	4.0	3.0	5.44	6.94	A	A

Note:
(1) Refer to **Figure No. 5.1**
(2) Effective Width = Actual Width – Dead Width. Dead Width = 0.5m for clearance from kerb/structure.
(3) Pedestrian Flow Rate (ped/m/min) = Peak Pedestrian Flows / 60 mins / Effective Width (m)

5.2.6 The assessment results revealed that all the footpath sections in the vicinity of the subject site are currently operating at acceptable LOS during both morning and evening peak periods.

Future Pedestrian Conditions

5.2.7 Estimates of pedestrian demand induced by the planned and committed developments are derived from the pedestrian generation and attraction rates in our in-house survey data base. **Table 5.4** summarizes the adopted pedestrian trip rates and **Table 5.5** presents the estimated pedestrian flows for the development.

Table 5.4 Adopted Pedestrian Trip Rate

Land Use	Pedestrian Flow (Ped / hr / 100sqm)			
	AM		PM	
	Gen	Att	Gen	Att
Office	0.058	3.111	2.08	0.148
Retail	0.330	0.320	3.67	4.77

Table 5.5 Pedestrian Generation of Proposed Development

Land Use	GFA	Pedestrian Flow (Ped / hr)					
		AM			PM		
		Gen	Att	Total	Gen	Att	Total
Office	11,607 m^2	7	362	369	241	18	259
Retail	600 m^2	2	2	4	22	29	51
Total		9	364	373	263	47	310

5.2.8 As discussed in **Section 3.4**, the development would be served by buses and GMBs travelling along Castle Peak Road. It should be noted that Yuen Long MTR station and GMBs located at Fung Cheung Road GMB Terminus are also in the vicinity of the development.

5.2.9 Therefore, a set of future pedestrian flows on the key routes to the nearby public transport in the design year 2033 are derived by applying a growth rate of 1.98% p.a. (refers to **Section 4.2**) onto the observed pedestrian flows up to the design year 2033 and superimposing the potential future public demand induced by the proposed development as derived in **Table 5.5** with the anticipated pedestrian routing as demonstrated in **Figure 5.2**.

5.2.10 The LOS assessments for design year 2033 pedestrian flows are conducted, and the results are summarized in **Table 5.6**.

Table 5.6 Year 2033 Pedestrian Operational Performance

Location(1)	Observed 2-way Pedestrian Flow (ped/hr)		Actual Width (m)	Effective Width(2) (m)	Anticipated 2-way Pedestrian Flow Rate(3) (ped/m/min)		LOS	
	AM	PM			AM	PM	AM	PM
FP1	2505	1845	4.0	3.0	13.92	10.25	A	A
FP2	725	1040	4.0	3.0	4.03	5.78	A	A
FP3	1155	1105	3.0	2.0	9.63	9.21	A	A
FP4	1205	1520	4.0	3.0	6.69	8.44	A	A

Note:
(1) Refer to **Figure No. 5.2**
(2) Effective Width = Actual Width – Dead Width. Dead Width = 0.5m for clearance from kerb/structure.
(3) Pedestrian Flow Rate (ped/m/min) = Peak Pedestrian Flows / 60 mins / Effective Width (m)

5.2.11 The LOS assessment results suggests that all the footpath sections will still be operation at acceptable LOS in the design year 2033.

5.3 Review on Traffic Impact During Construction Stage

Anticipated Construction Traffic

5.3.1 Taking into consideration the site area of the application site as well as the proposed scale of the development, it is estimated that the construction to/from the application site would be approximately 4 vehicles (i.e. 4 veh x 2.5 pcu factor = 10 pcu/hr).

5.3.2 As compared to the existing traffic volume on Castle Peak Road – Yuen Long, this additional traffic is considered minimal. Therefore, the traffic impact during construction stage is anticipated negligible in traffic viewpoint.

5.3.3 Given that Yau Tin East Road is designated as a prohibited zone with heavy pedestrian traffic, the construction vehicles associated with the main site works will primarily access the site via Fung Yau Street North, while Yau Tin East Road will only be used for relatively minor activities, such as loading and unloading operations. The detailed construction sequence and associated traffic arrangements will be subject to the future contractor's work planning and methodology. The Applicant will also liaise with and consult the relevant Government departments in detailed design stage.

6 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 The Application Site is bounded by Yau Tin East Road to the south and Castle Peak Road – Yuen Long to the north. It is currently zoned CDA on the Draft Yuen Long OZP No. S/YL/28, which is subject to a maximum domestic plot ratio of 5 for a domestic building or a maximum non-domestic plot ratio of 9.5 for a non-domestic building. The Application Site is also the subject of a previous planning application No. A/YL/298 approved by the TPB on 31 March 2023.

6.1.2 According to the latest planning application No. A/YL/298 for proposed subsidized sale flats (SSF) and social welfare facility (SWF) development approved on 31.3.2023 for the subject "CDA" site, the Approved CDA Development is divided into three phases, including Phase I (i.e. the completed commercial/residential development known as the completed YOHO Midtown at the northern and eastern portions), Phases IIa & IIb (i.e. the approved hotel and flats development at the northwestern portion), and Phase III (i.e. the proposed SSF and SWF under the approved application at the southwestern portion).

6.1.3 AECOM Asia Co. Ltd was commissioned by the Applicant to prepare a TIA report in support of the Section 16 planning application for the Proposed Commercial Development at Phase IIa.

6.1.4 The vehicular access over the existing nullah will be for shared use by the Proposed Commercial Development, the adjoining GIC site and Phase IIb. The Applicant would be responsible for the construction of the vehicular bridge. Upon completion of the construction, the Government would be responsible for the management and maintenance. Before completion of Phase IIa, the access arrangements for the adjoining GIC site and Phase IIb will rely on Yau Tin East Road, which will remain unchanged as the existing. The vehicular bridge forms part of the green area under the Land Grant for Phase IIa, which will then be handed over to the Government for future management and maintenance after completion. The design of proposed vehicular bridge crossing the nullah will also be capable of serving the adjoining GIC site and Phase IIb as needed for both ingress and egress in the future.

6.1.5 In order to review the existing traffic condition, traffic count surveys at identified critical junctions were conducted to investigate the peak hour traffic condition. The critical junctions include: -

- J/O Castle Peak Road – Yuen Long / Long Yat Road (J1)
- J/O Castle Peak Road – Yuen Long / Fung Cheung Road (J2)
- J/O Fung Cheung Road / Fung Yau Street North / Kin Lok Street (J3)
- J/O Fung Cheung Road / Hop Yick Road (J4)
- J/O Fung Cheung Road / Fung Kam Street (J5)
- J/O Fung Cheung Road / Ma Tong Road (J6)
- J/O Fung Yau Street / Fung Kwan Street / Yuen Lung Street (J7)
- J/O Yuen Lung Street / Access Road to YOHO Midtown (J8)

6.1.6 Junction capacity analysis revealed that all the critical junctions are operating within capacity currently.

6.1.7 The Proposed Development is scheduled for completion in 2030 tentatively. Traffic forecast for design year 2033 was produced to assess the traffic impact arising from the Proposed Development.

6.1.8 Peak hour traffic forecasts in design year 2033 were established based on the growth rate determined by the Historical Traffic Data from ATC and 2021-based TPEDM data.

6.1.9 Traffic trip generation and attraction volumes for Proposed Scheme are estimated with reference to the latest TPDM and the respective development schedule. The difference in the total development trips generated/ attracted by the proposed development under the Approved Scheme and Proposed Scheme are compared in **Table 4.9**.

6.1.10 It is anticipated that the 2-way traffic of the Proposed Development will be reduced by about -39 pcu/hr and -55 pcu/hr during the AM and PM peak hour for the Proposed Scheme comparing to the Approved Scheme.

6.1.11 All junctions would be operating at capacity under both approved and design case in 2033, revealing that the traffic impact induced by the Proposed Development would be minimal.

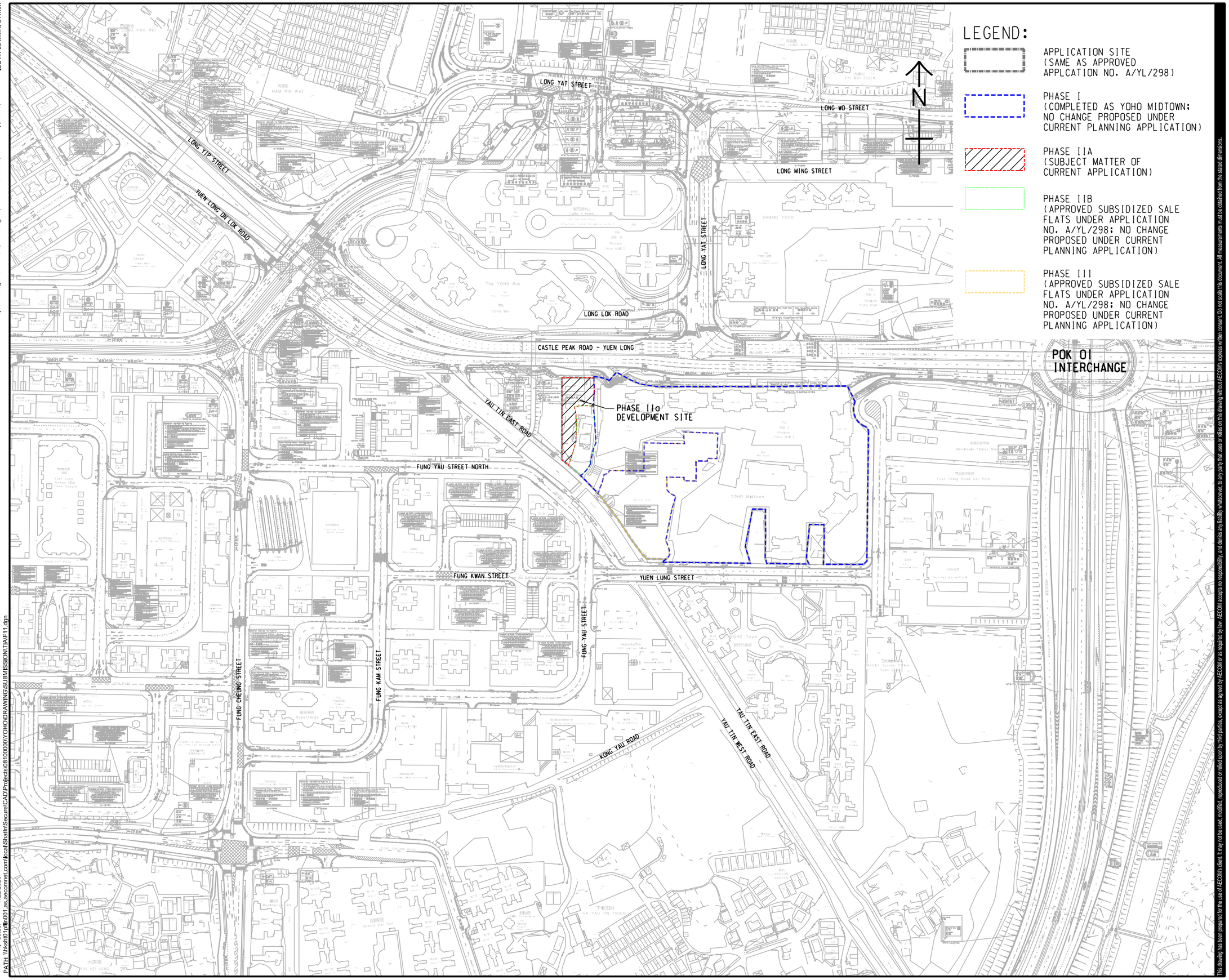
6.1.12 The pedestrian assessment was conducted to assess the future performances of the surrounding footpaths, and the assessment results suggested that all the surrounding footpaths will be operating within capacity.

6.1.13 The traffic impact during the construction stage is also reviewed. Taking into consideration the site area of the application site as well as the proposed scale of the development, it is estimated that the construction vehicles to/from the application site would be approximately 10 pcu/hr (i.e. 4 vehicles). As compared to the existing traffic volume on Castle Peak Road – Yuen Long, the additional traffic induced during the construction stage is considered minimal, which the traffic impact is anticipated to be negligible. Given that Yau Tin East Road is designated as a prohibited zone with heavy pedestrian traffic, the construction vehicles associated with the main site works will primarily access the site via Fung Yau Street North, while Yau Tin East Road will only be used for relatively minor activities, such as loading and unloading operations. The detailed construction sequence and associated traffic arrangements will be subject to the future contractor's work planning and methodology. The Applicant will also liaise with and consult the relevant Government departments in detailed design stage.

6.2 Conclusion

6.2.1 In light of the findings of this TIA, it is concluded that the Proposed Development would be acceptable in traffic terms.

Figure



LEGEND:

- APPLICATION SITE (SAME AS APPROVED APPLCATION NO. A/YL/298)
- PHASE I (COMPLETED AS YOHO MIDTOWN; NO CHANGE PROPOSED UNDER CURRENT PLANNING APPLICATION)
- PHASE IIA (SUBJECT MATTER OF CURRENT APPLICATION)
- PHASE IIB (APPROVED SUBSIDIZED SALE FLATS UNDER APPLICATION NO. A/YL/298; NO CHANGE PROPOSED UNDER CURRENT PLANNING APPLICATION)
- PHASE III (APPROVED SUBSIDIZED SALE FLATS UNDER APPLICATION NO. A/YL/298; NO CHANGE PROPOSED UNDER CURRENT PLANNING APPLICATION)

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PROJECT
項目

SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

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SCALE 比例: A3 1 : 3000

DIMENSION UNIT 尺寸單位: METRES 米

KEY PLAN
索引圖

PROJECT NO. 項目編號

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

SITE LOCATION

SHEET NUMBER
圖紙編號

FIGURE 1.1

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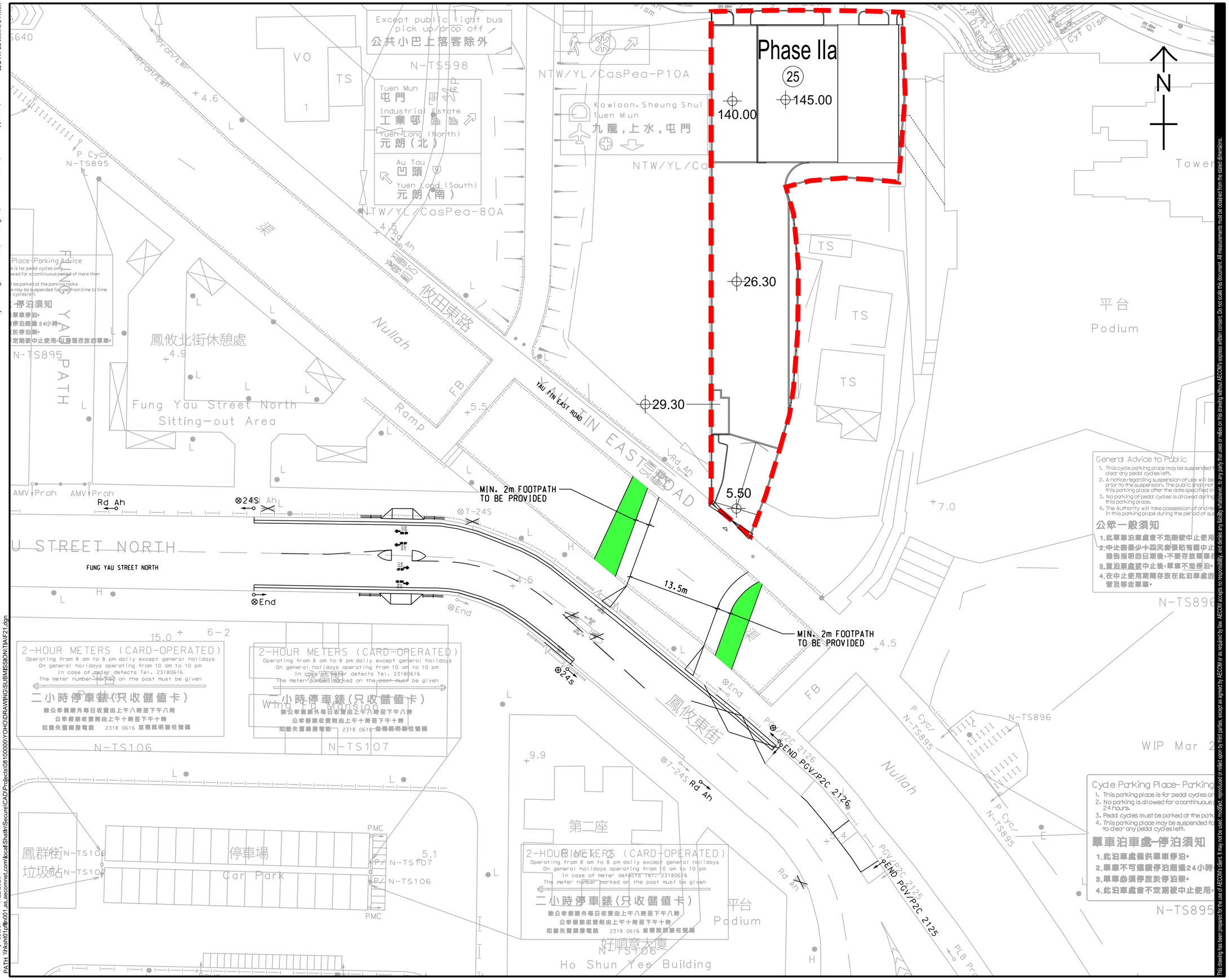

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DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

MASTER LAYOUT PLAN

SHEET NUMBER
圖紙編號

FIGURE 2.1

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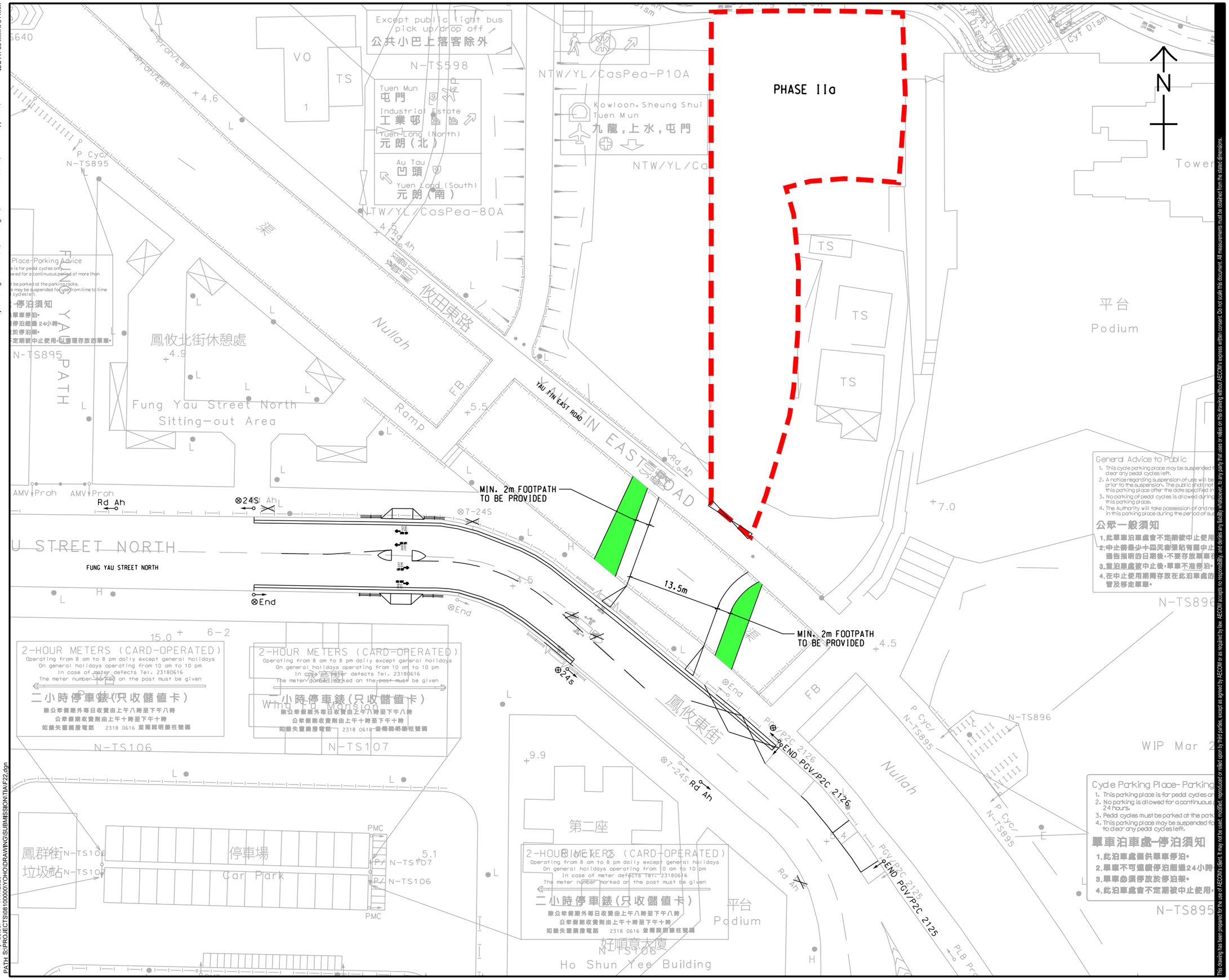

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DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
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PROJECT NO. 項目編號

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

PLANNED VEHICLE ACCESS ARRANGEMENT

SHEET NUMBER
圖紙編號

FIGURE 2.2

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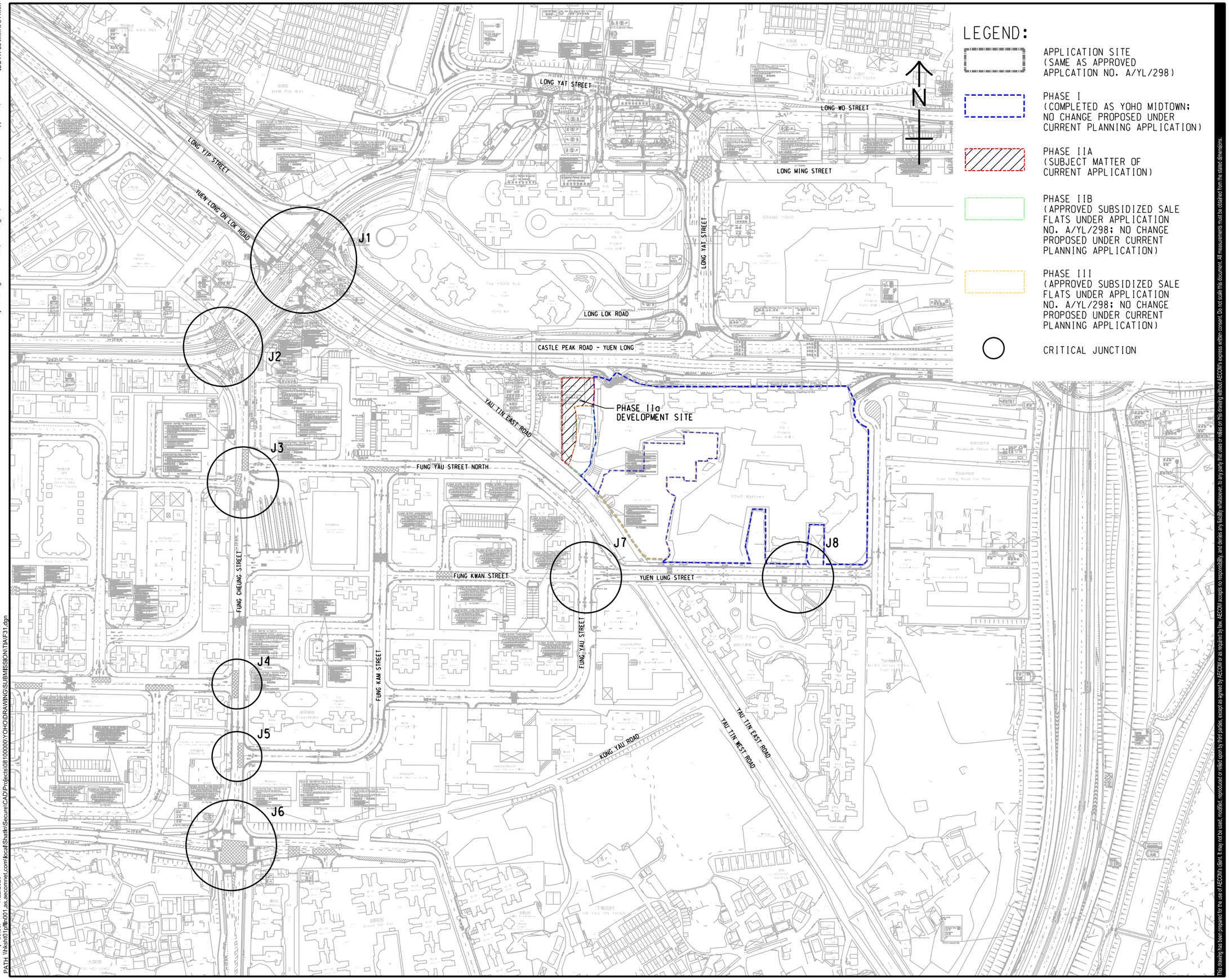

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KEY PLAN
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PROJECT NO. 項目編號

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

EXISTING ROAD NETWORK AND CRITICAL JUNCTIONS

SHEET NUMBER
圖紙編號

FIGURE 3.1

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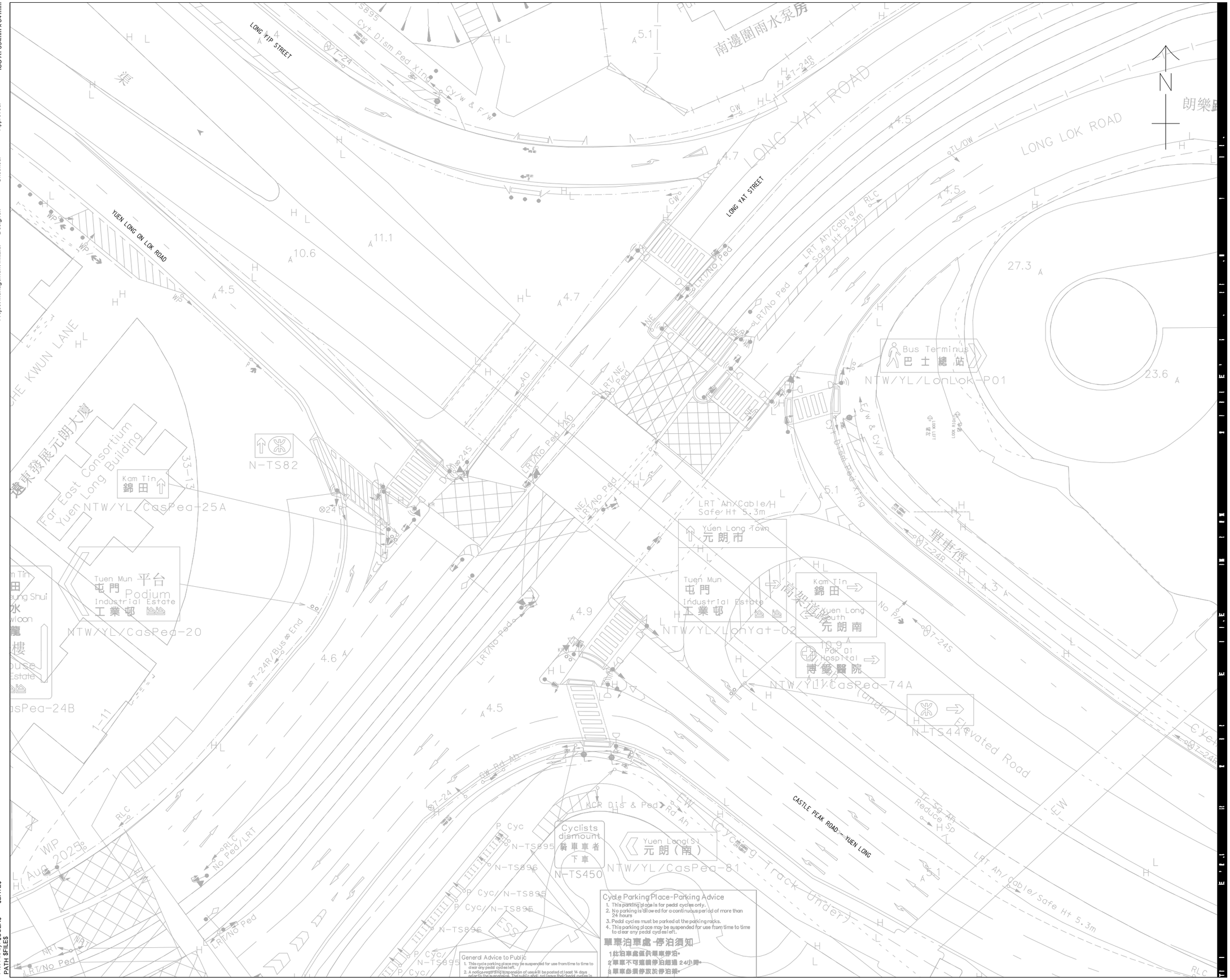

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DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號

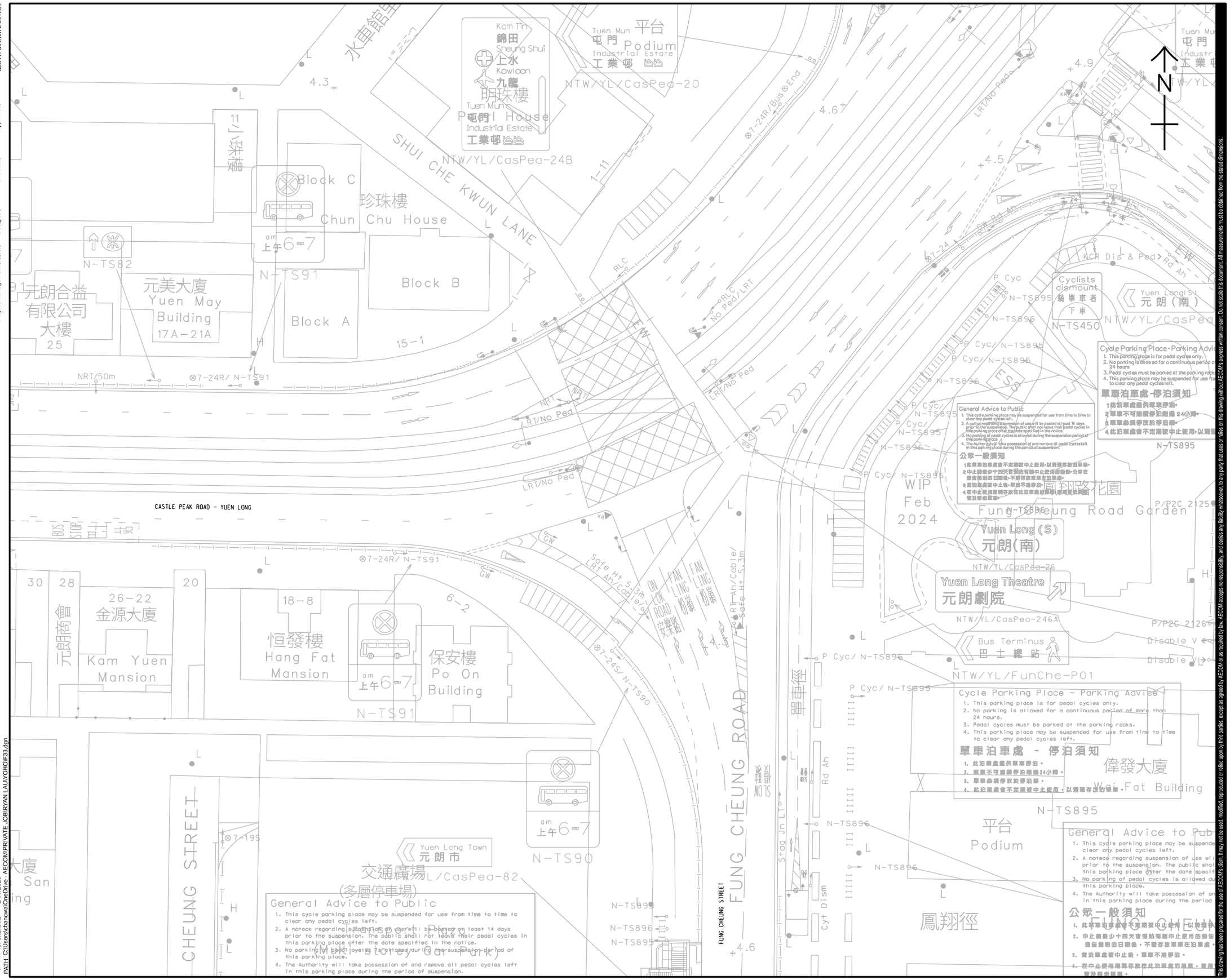
CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

EXISTING LAYOUT FOR JUNCTION CASTLE PEAK ROAD - YUEN LONG / LONG YAT ROAD (J1)

SHEET NUMBER
圖紙編號

FIGURE 3.2



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DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號

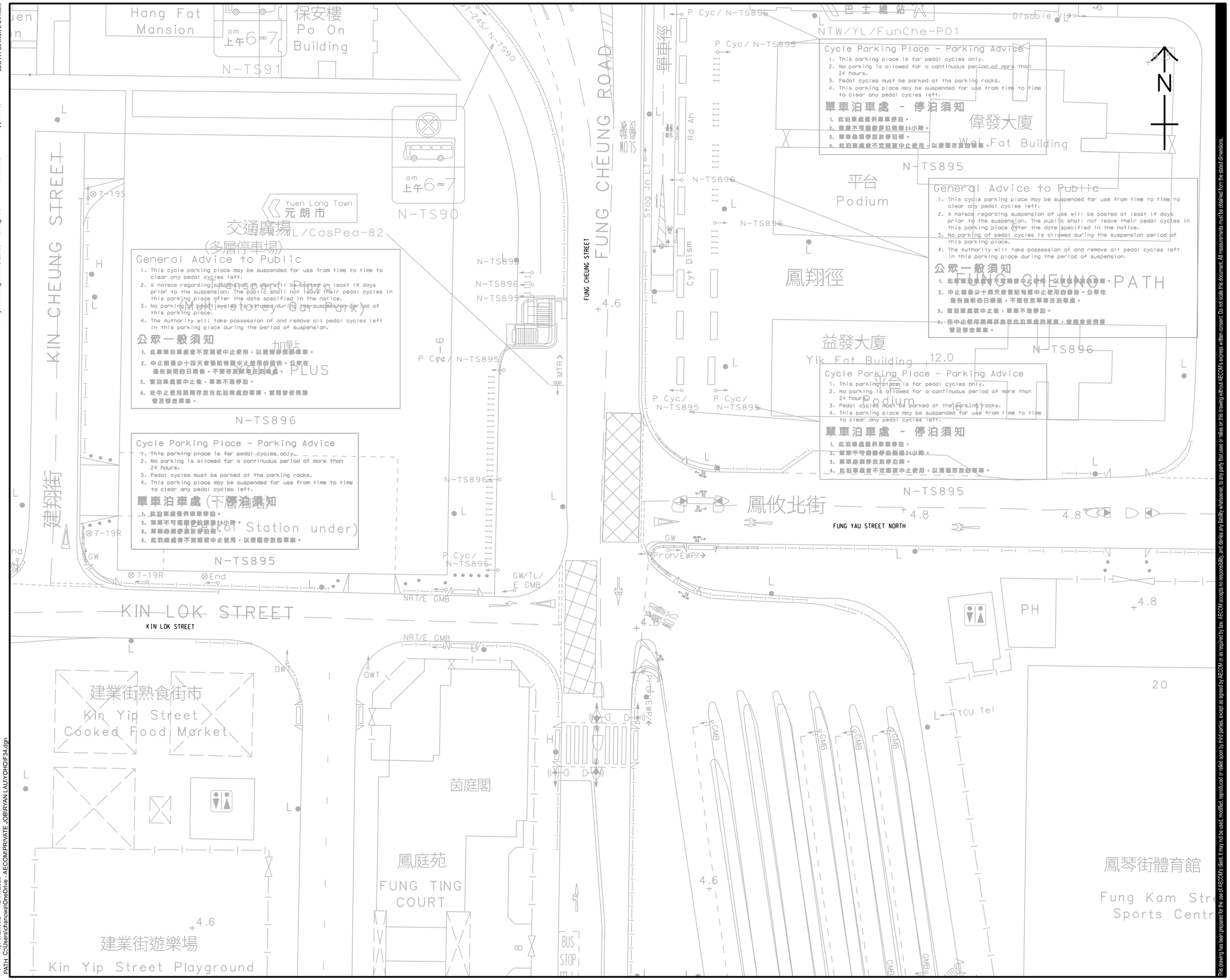
CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

EXISTING LAYOUT FOR JUNCTION CASTLE PEAK ROAD - YUEN LONG / FUNG CHEUNG ROAD (J2)

SHEET NUMBER
圖紙編號

FIGURE 3.3



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KEY PLAN
索引圖

PROJECT NO. 項目編號

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

EXISTING LAYOUT FOR JUNCTION FUNG CHEUNG ROAD / FUNG YAU STREET NORTH / KIN LOK STREET (J3)

SHEET NUMBER
圖紙編號

FIGURE 3.4

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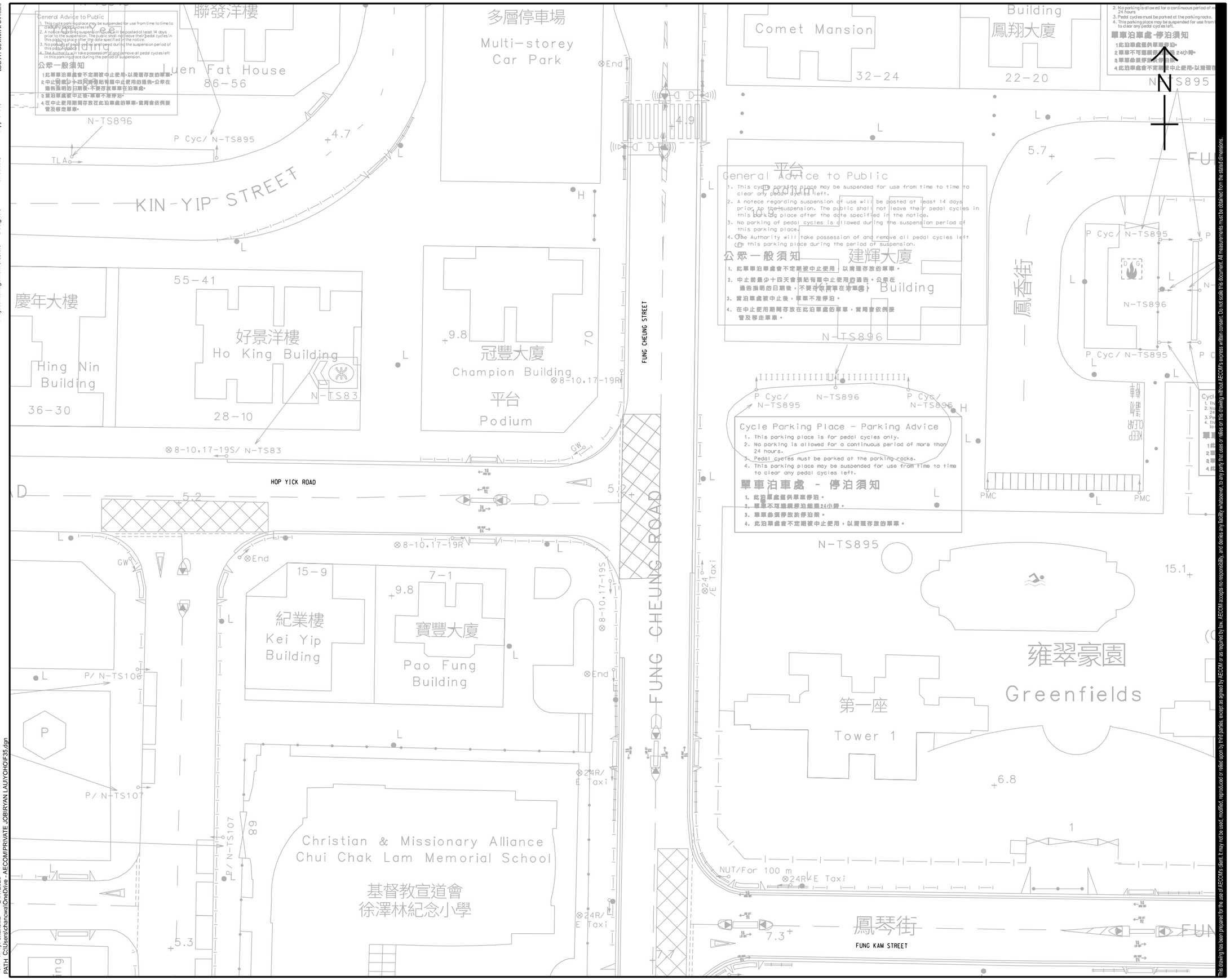

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DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號

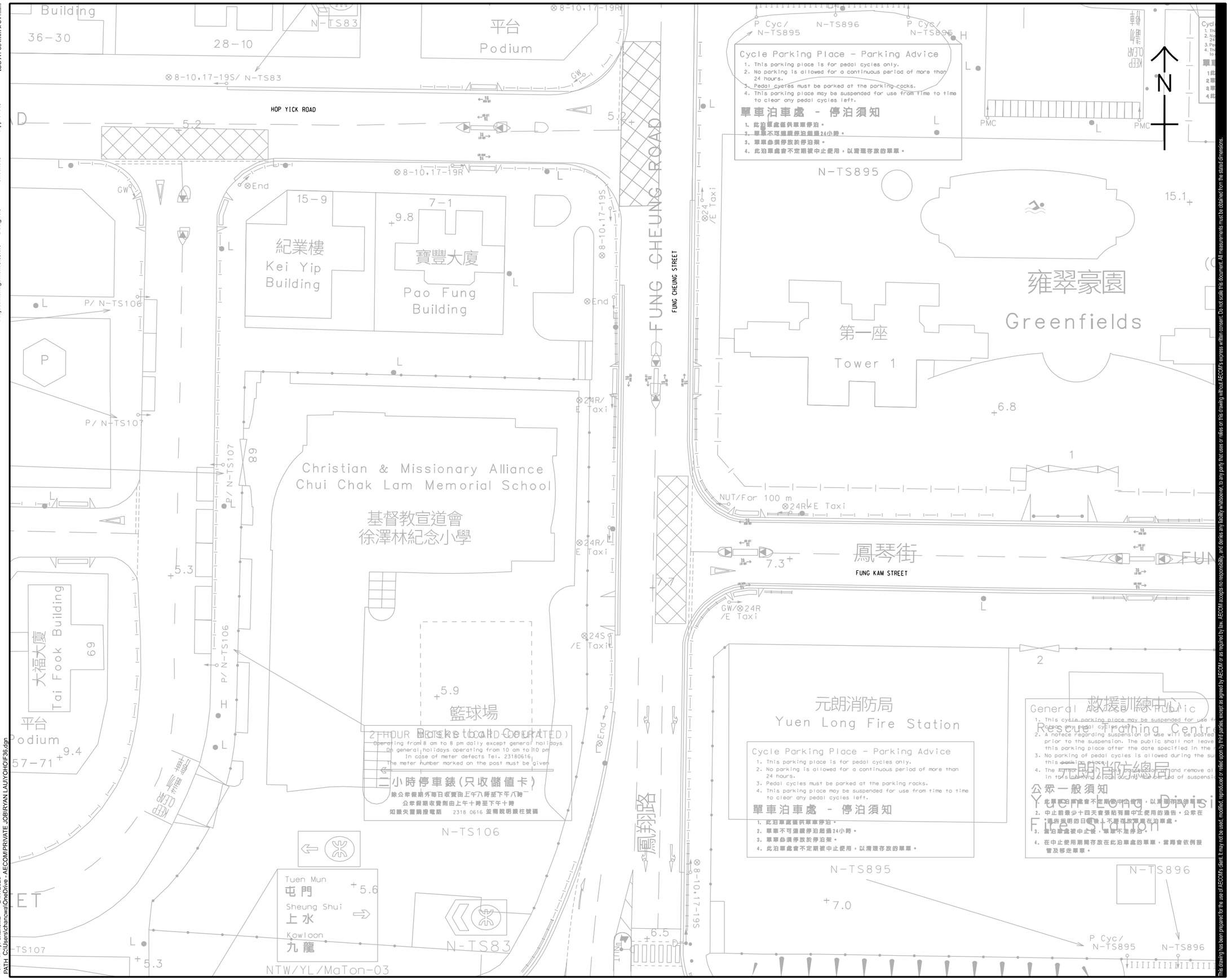
CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

EXISTING LAYOUT FOR JUNCTION FUNG CHEUNG ROAD / HOP YICK ROAD (J4)

SHEET NUMBER
圖紙編號

FIGURE 3.5



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DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
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PROJECT NO. 項目編號

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

EXISTING LAYOUT FOR JUNCTION FUNG CHEUNG ROAD / FUNG KAM STREET (J5)

SHEET NUMBER
圖紙編號

FIGURE 3.6

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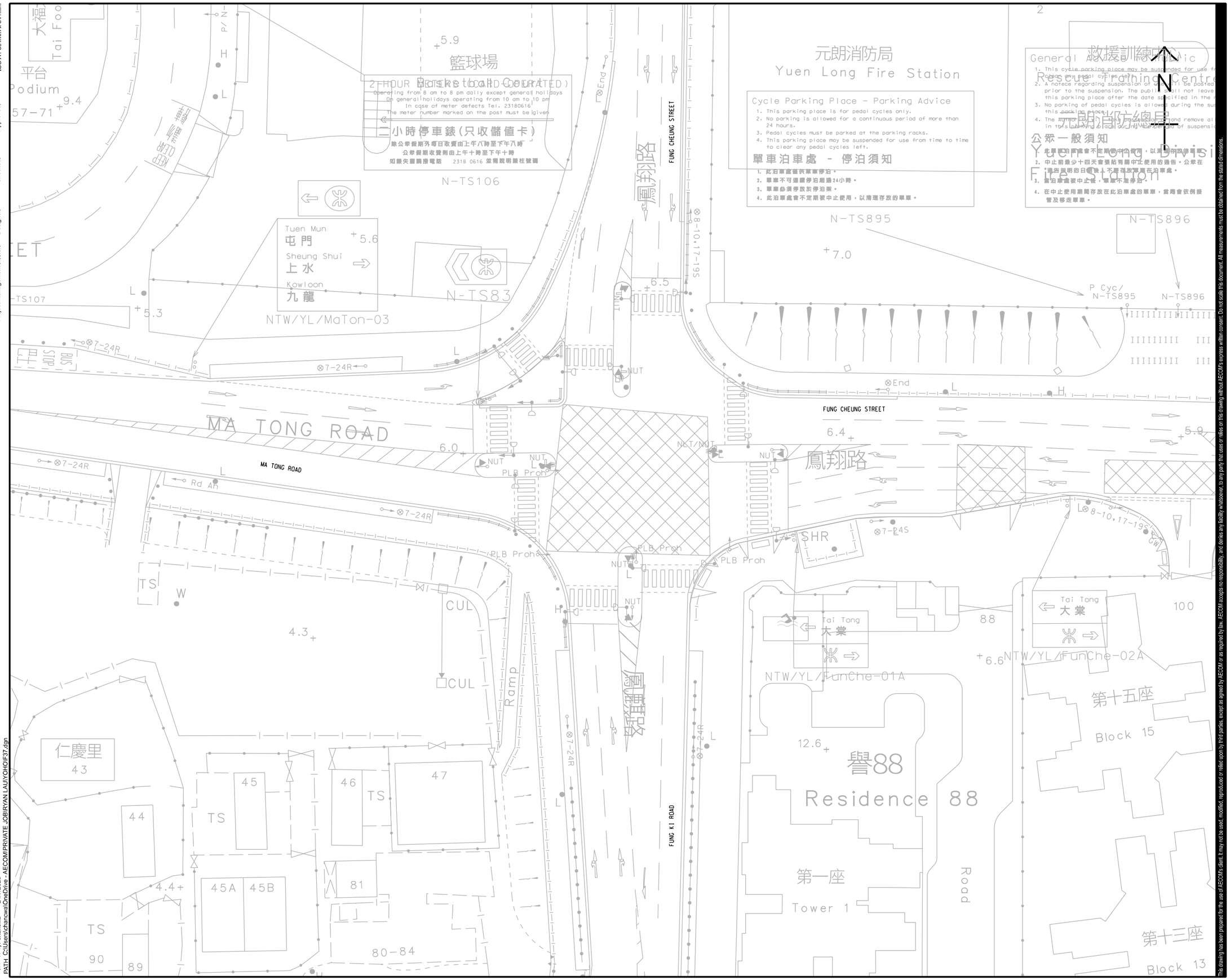

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SHEET TITLE
圖紙名稱

EXISTING LAYOUT FOR JUNCTION FUNG CHEUNG ROAD / MA TONG ROAD (J6)

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FIGURE 3.7

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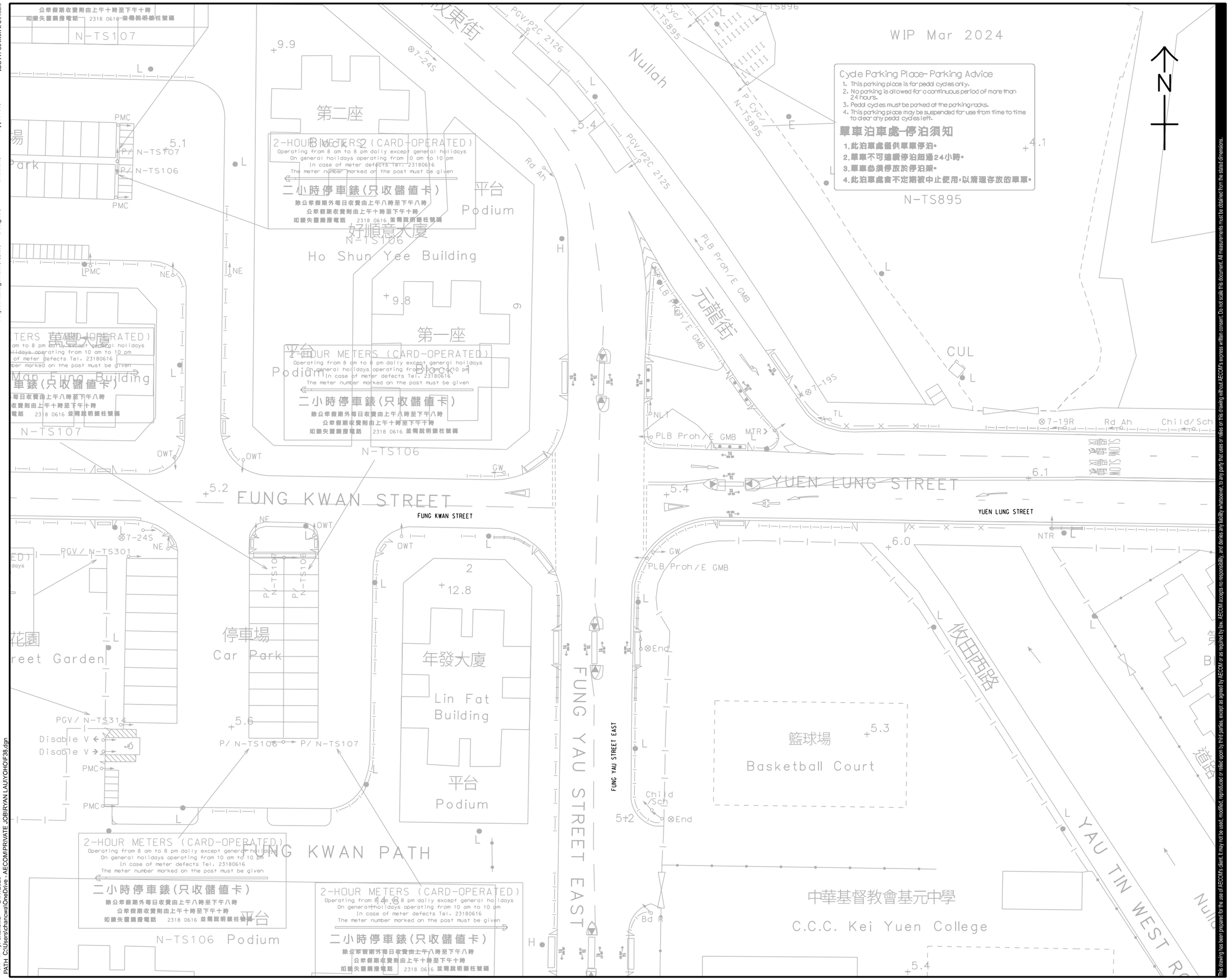

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SCALE 比例: A3 1 : 500

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

EXISTING LAYOUT FOR JUNCTION FUNG YAU STREET / FUNG KWAN STREET / YUEN LUNG STREET (J7)

SHEET NUMBER
圖紙編號

FIGURE 3.8

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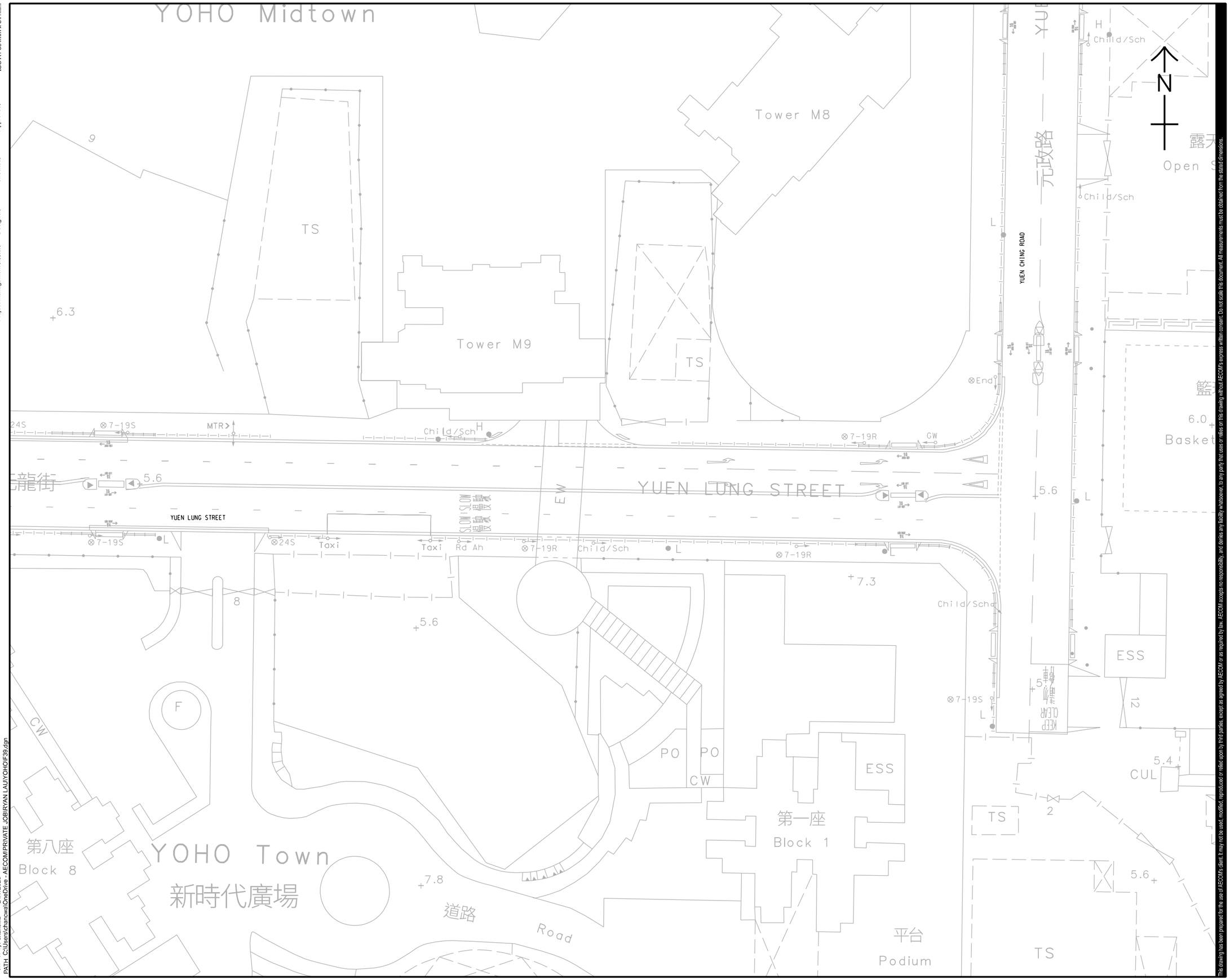

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SCALE 比例: A3 1 : 500

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號

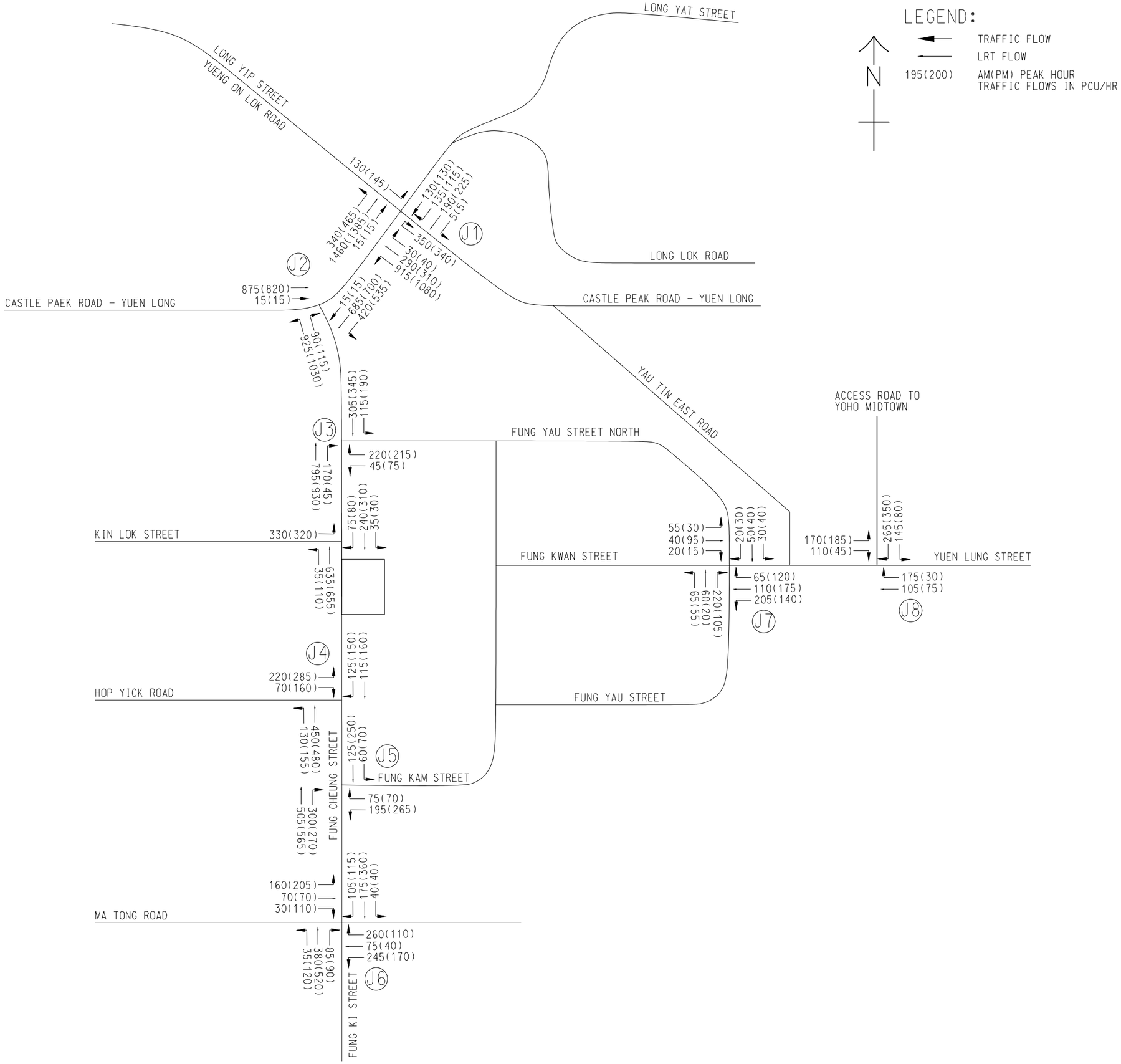
CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

EXISTING LAYOUT FOR JUNCTION YUEN LUNG STREET / ACCESS ROAD TO TO YOHO MIDTOWN (J8)

SHEET NUMBER
圖紙編號

FIGURE 3.9



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SCALE A3 N. T. S.

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PROJECT NO.

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2025 OBSERVED TRAFFIC FLOW

SHEET NUMBER

FIGURE 3.10

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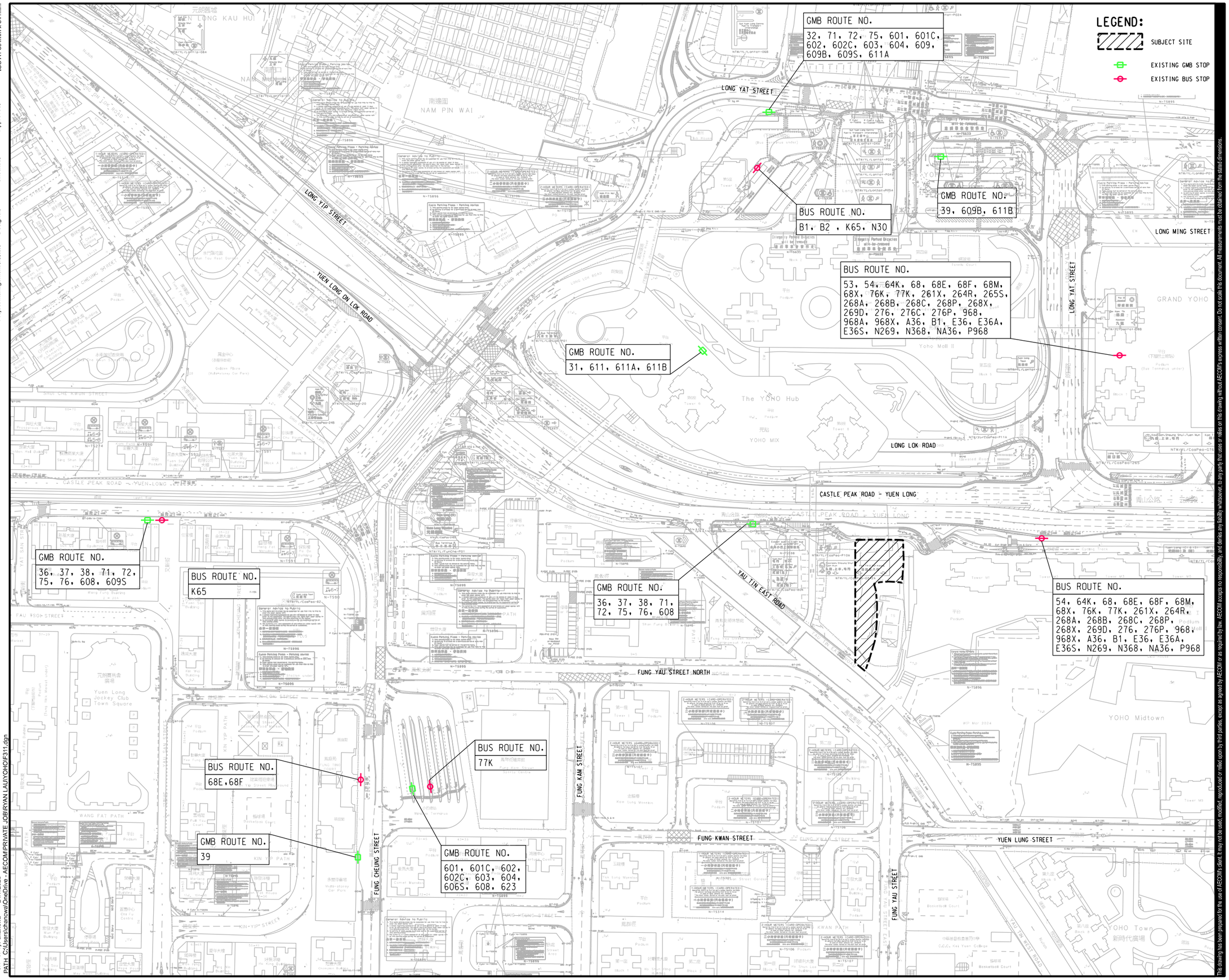
ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:



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STATUS
階段

SCALE
比例

A3 1 : 2000

DIMENSION UNIT
尺寸單位

METRES

KEY PLAN
索引圖

PROJECT NO.
項目編號

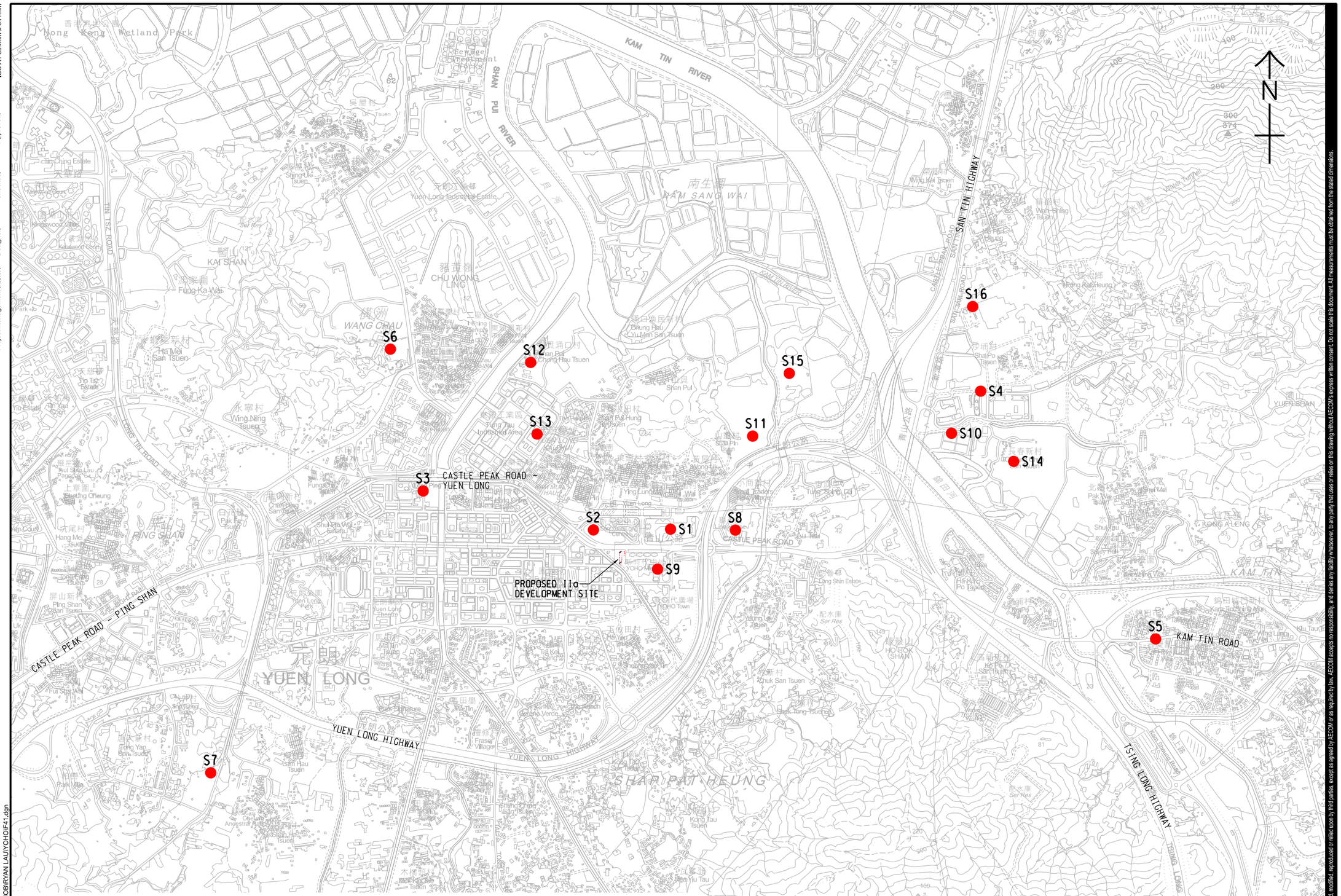
CONTRACT NO.
合約編號

SHEET TITLE
圖紙名稱

PUBLIC TRANSPORT SERVICES

SHEET NUMBER
圖紙編號

FIGURE 3.11



REF.	LOCATIONS OF PLANNED / APPROVED DEVELOPMENTS
S1	GRAND YOHO
S2	YOHO HUB
S3	SOL CITY
S4	PARK YOHO
S5	KAM TIN SOUTH DEVELOPMENT
S6	WANG CHAU & YLIE EXTENSION(1)
S7	YUEN LONG SOUTH DEVELOPMENT
S8	PROPOSED CONSERVERVATION OF HISTORIC BUILDING (PUN UK) AND RCHE
S9	PHASE III OF APPROVED CDA DEVELOPMENT AT "CDA" ZONE IN YUEN LONG AREA 12
S10	CAD (1) DEVELOPMENT AT CHEUNG CHUN SAN TSUEN
S11	D.D. 115 TUNG SHING LEI, YUEN LONG
S12	D.D. 115 AT CHUNG YIP ROAD, NAM SANG WAI
S13	PROPOSED UNDERGROUND PVP,KEUNG YIP STREET,TUNG TAU INDUSTRIAL AREA
S14	PHASE II OF APPROVED CDA DEVELOPMENT AT D.D. 107,KAM TIN,YUEN LONG
S15	TUNG SHING LEI LANE SHARING PILOT SCHEME
S16	SHA PO NORTH PUBLIC HOUSING

ISO A1 594mm x 841mm

Approved:

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SCALE 比例: A3 1 : 20000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號

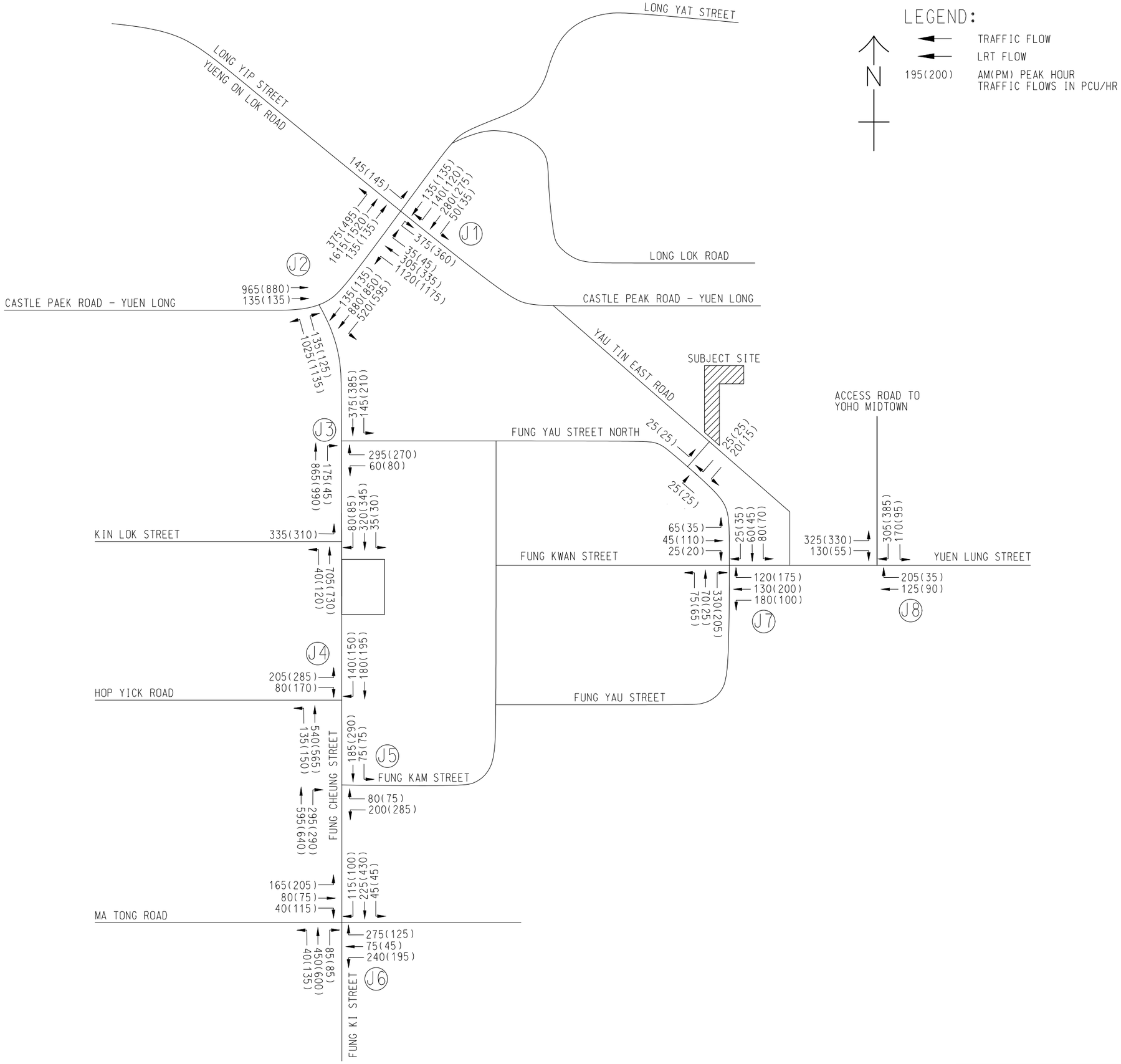
CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

FUTURE POTENTIAL DEVELOPMENTS IN THE VICINITY OF THE APPLICATION SITE

SHEET NUMBER
圖紙編號

FIGURE 4.1



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DIMENSION UNIT METRES

KEY PLAN

PROJECT NO.

AGREEMENT NO.

SHEET TITLE

2033 REFERENCE TRAFFIC FLOW

SHEET NUMBER

FIGURE 4.2

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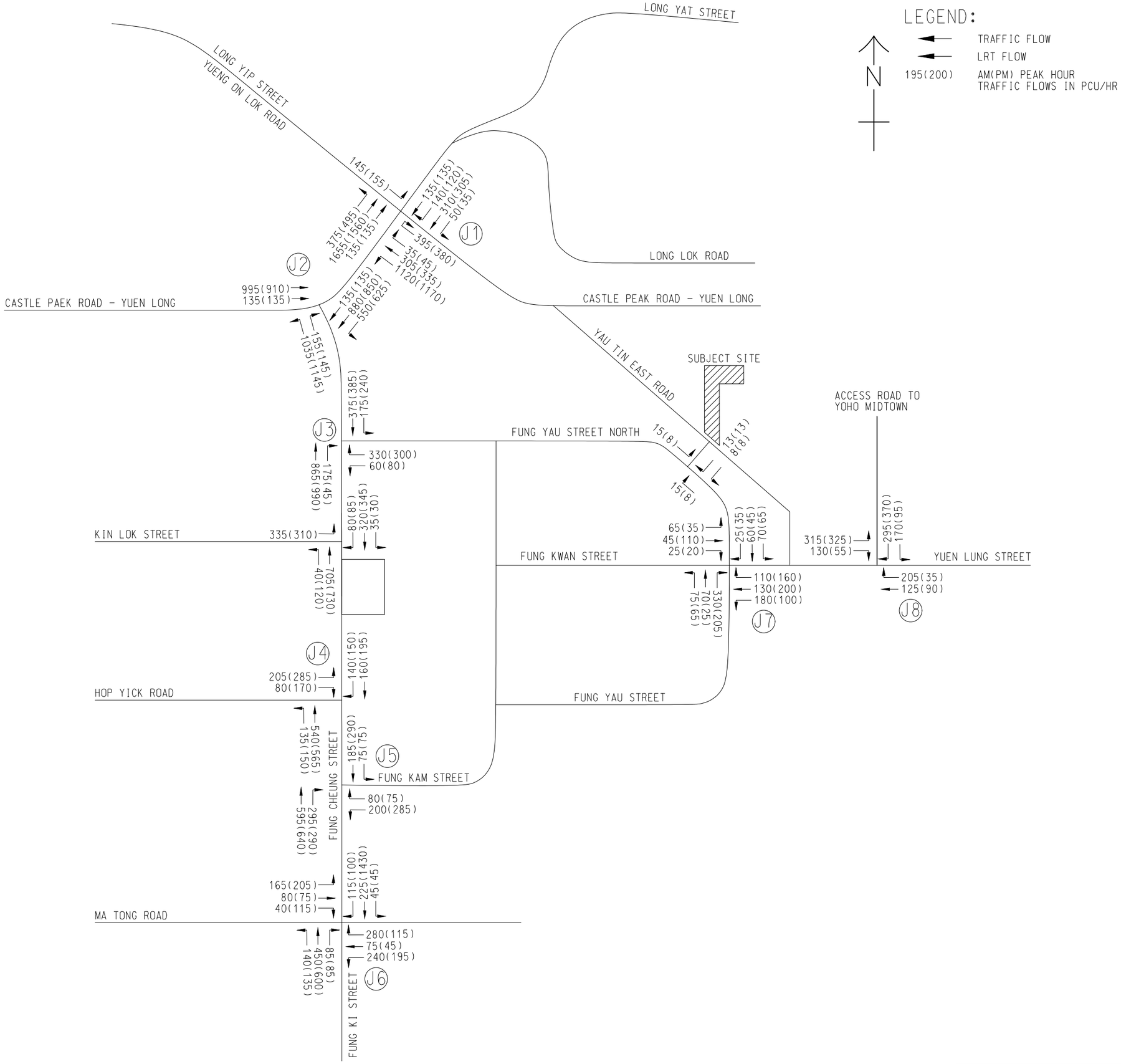

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KEY PLAN

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AGREEMENT NO.

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FIGURE 4.3

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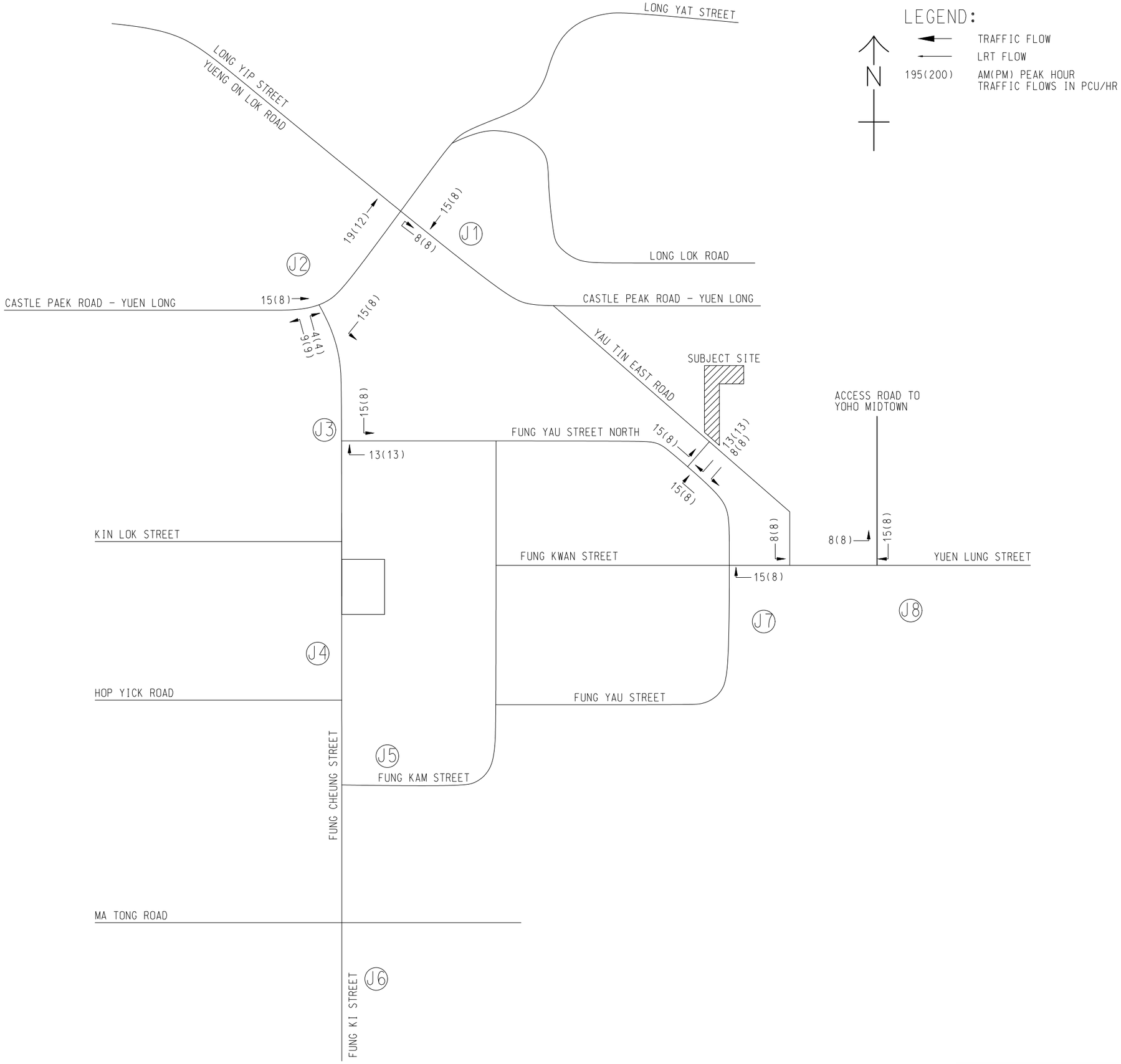

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SHEET TITLE

2033 DEVELOPMENT TRAFFIC FLOW

SHEET NUMBER

FIGURE 4.4

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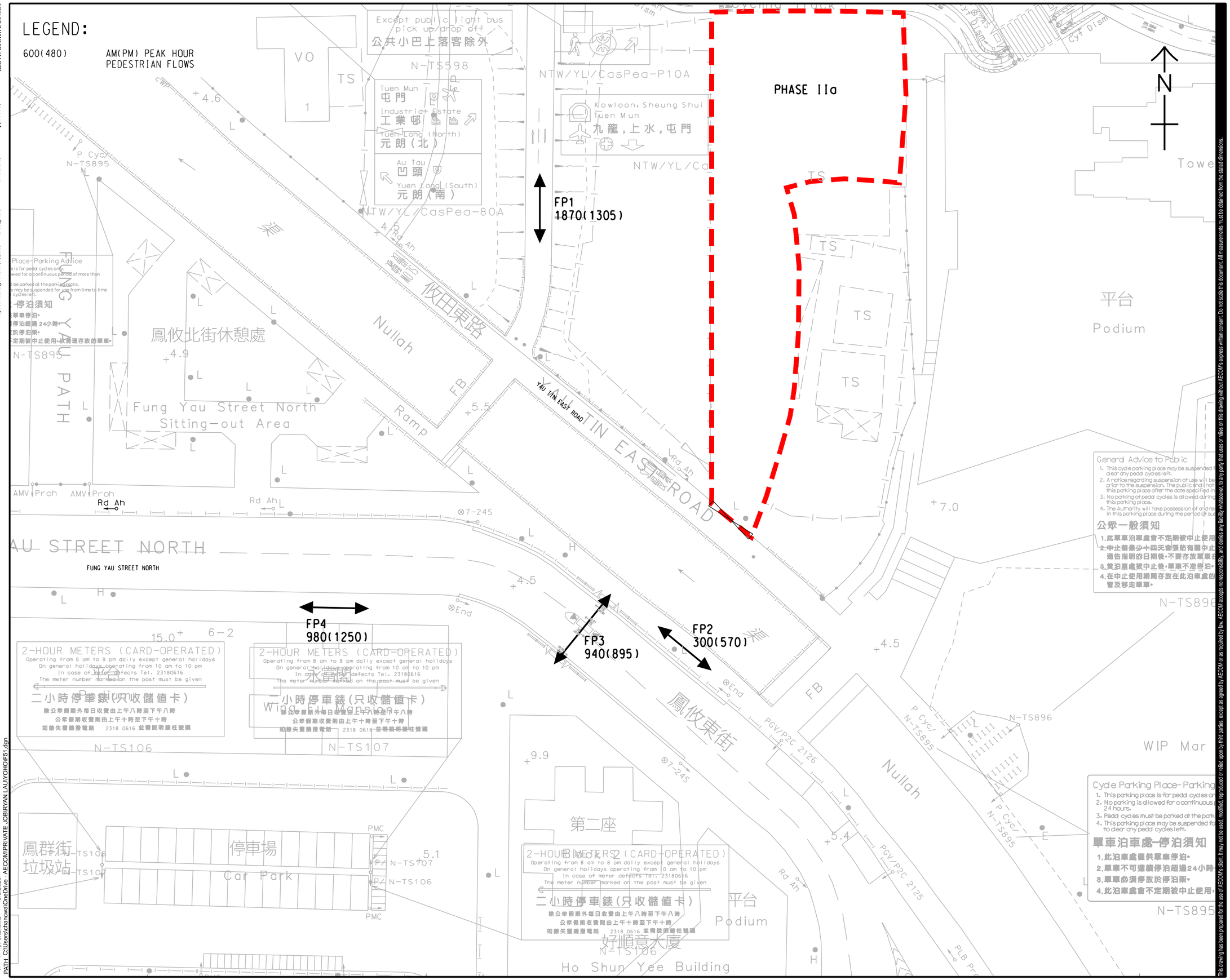

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SCALE 比例: A3 1 : 500

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號

CONTRACT NO. 合約編號

SHEET TITLE 圖紙名稱

2025 OBSERVED PEDESTRIAN FLOW

SHEET NUMBER 圖紙編號

FIGURE 5.1

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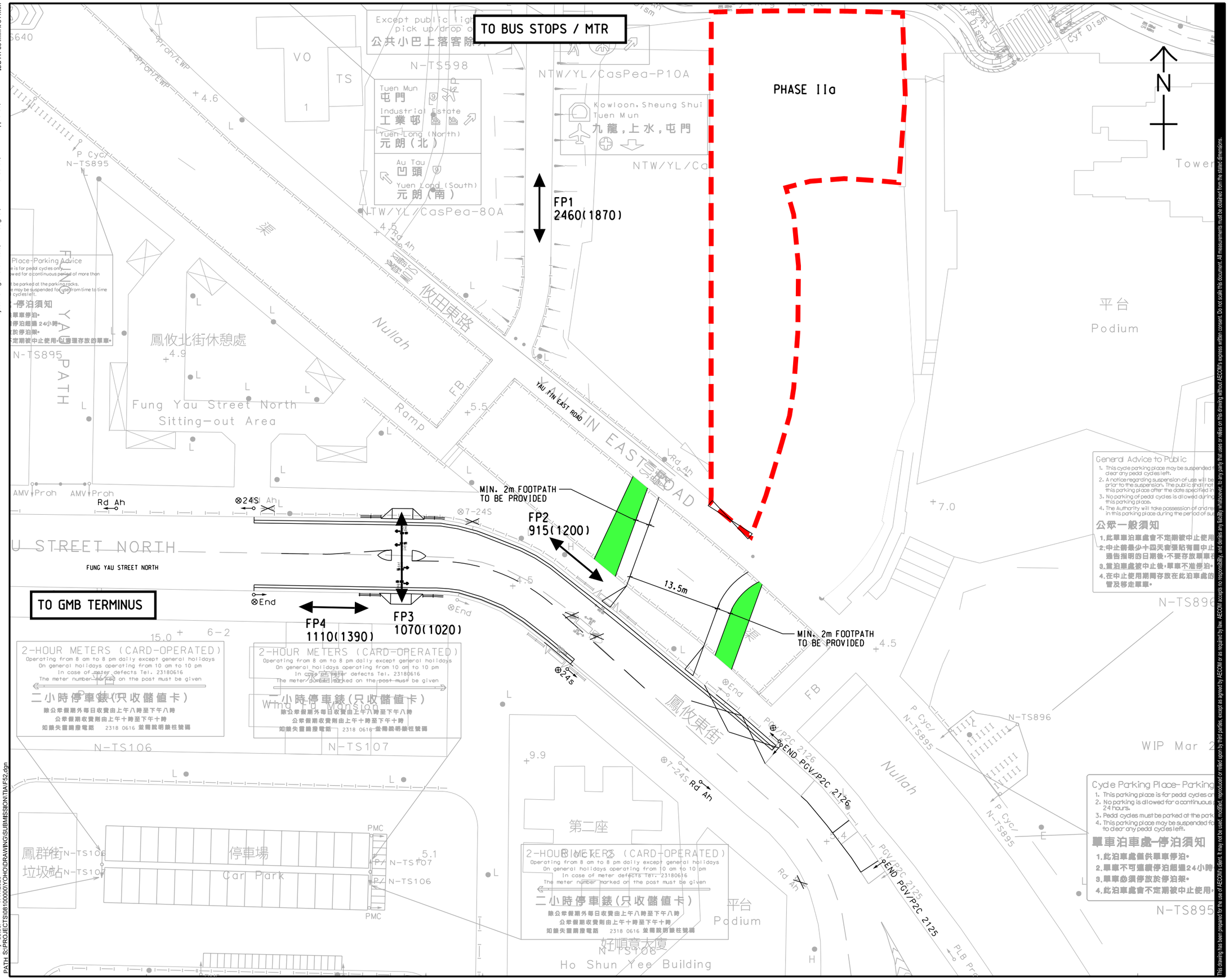

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SCALE 比例: A3 1 : 500

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
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PROJECT NO. 項目編號

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

2033 ANTICIPATED PEDESTRIAN FLOW

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FIGURE 5.2

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Appendix A

Development Schedule and Layout Plans of the Proposed Development

---

Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)

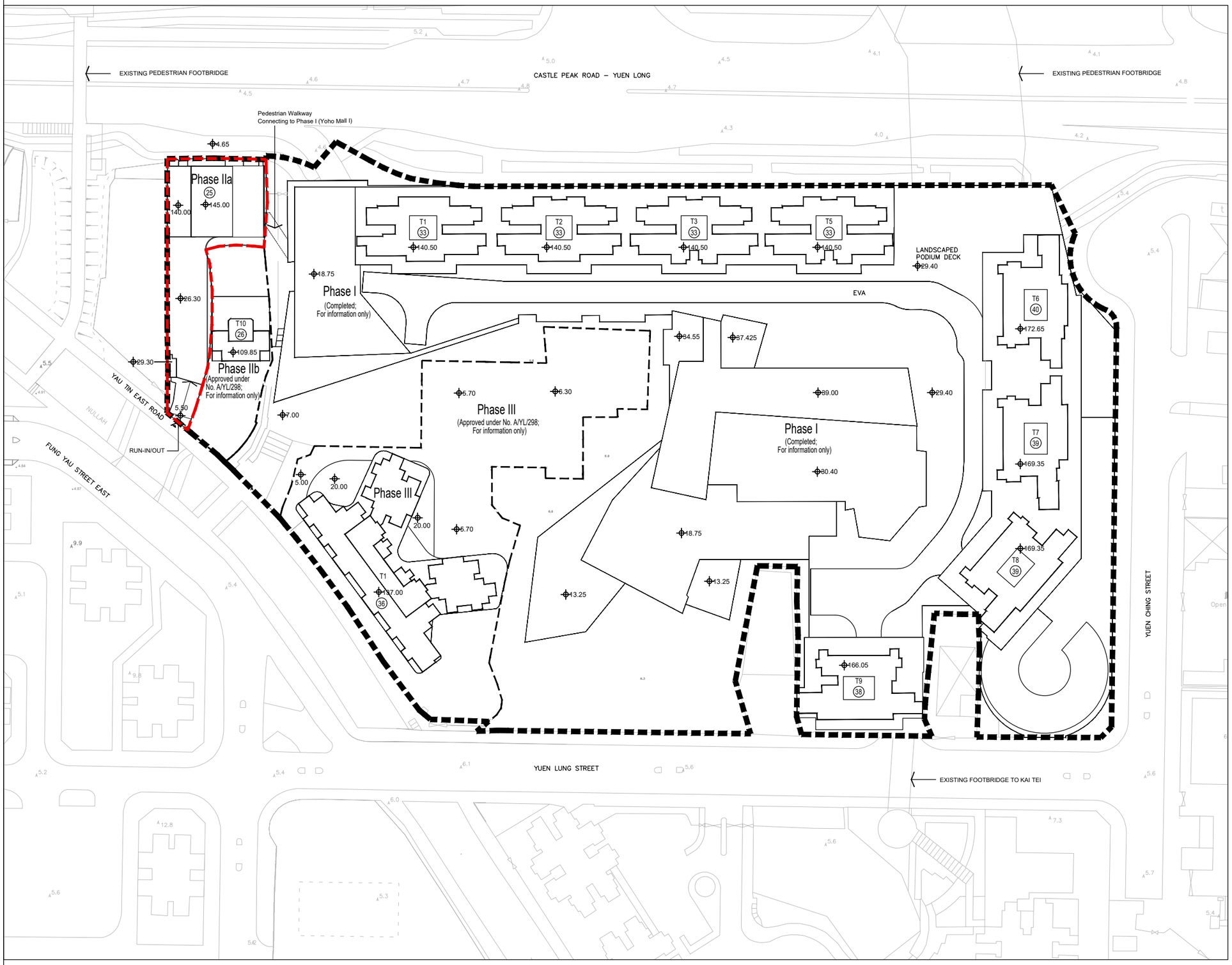
Development Parameters (1)	Phase IIa
Development Site Area	About 1,230m^2
Total Non-domestic GFA for Proposed Commercial Development (2) - Commercial/Office - Commercial/Retail	Not more than 12,207m^2 About 11,607m^2 About 600m^2
Total Non-domestic Plot Ratio	About 9.93
Maximum Site Coverage	Not exceeding 24m: Not more than 92% Above 24m: Not more than 65%
Maximum Building Height (to the main roof)	Not more than 145mPD
Total No. of Storeys (3)	29 storeys
No. of Blocks	1

Remarks:

(1) Development parameters shown on this indicative development schedule are for Phase IIa development only (i.e. subject matter of the current planning application).

(2) Including 'Office', 'Eating Place', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'.

(3) Including 23 commercial / office storeys + 2 commercial / retail storeys (including M/F) + 4 storeys for E&M, carpark and entrance lobby; excluding 1 refuge floor and transfer plate.



N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD (Main Roof)
- (36) No. of Commercial / Office / Retail / Residential Floors

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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ARCHITECTS AND ENGINEERS LIMITED
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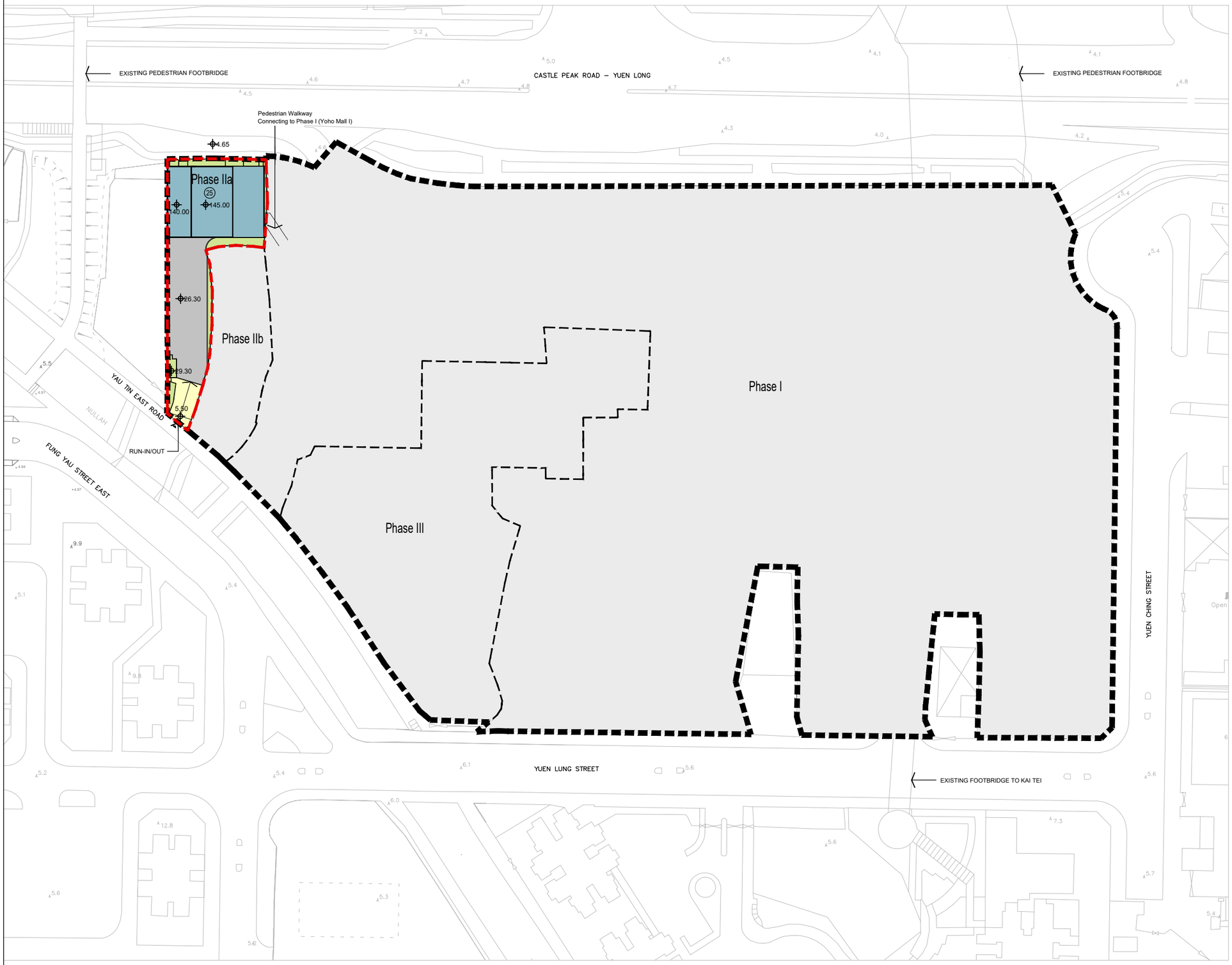
Title

INDICATIVE MASTER LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
NA	01



N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD (Main Roof)
- (36) No. of Commercial / Office / Retail / Residential Floors

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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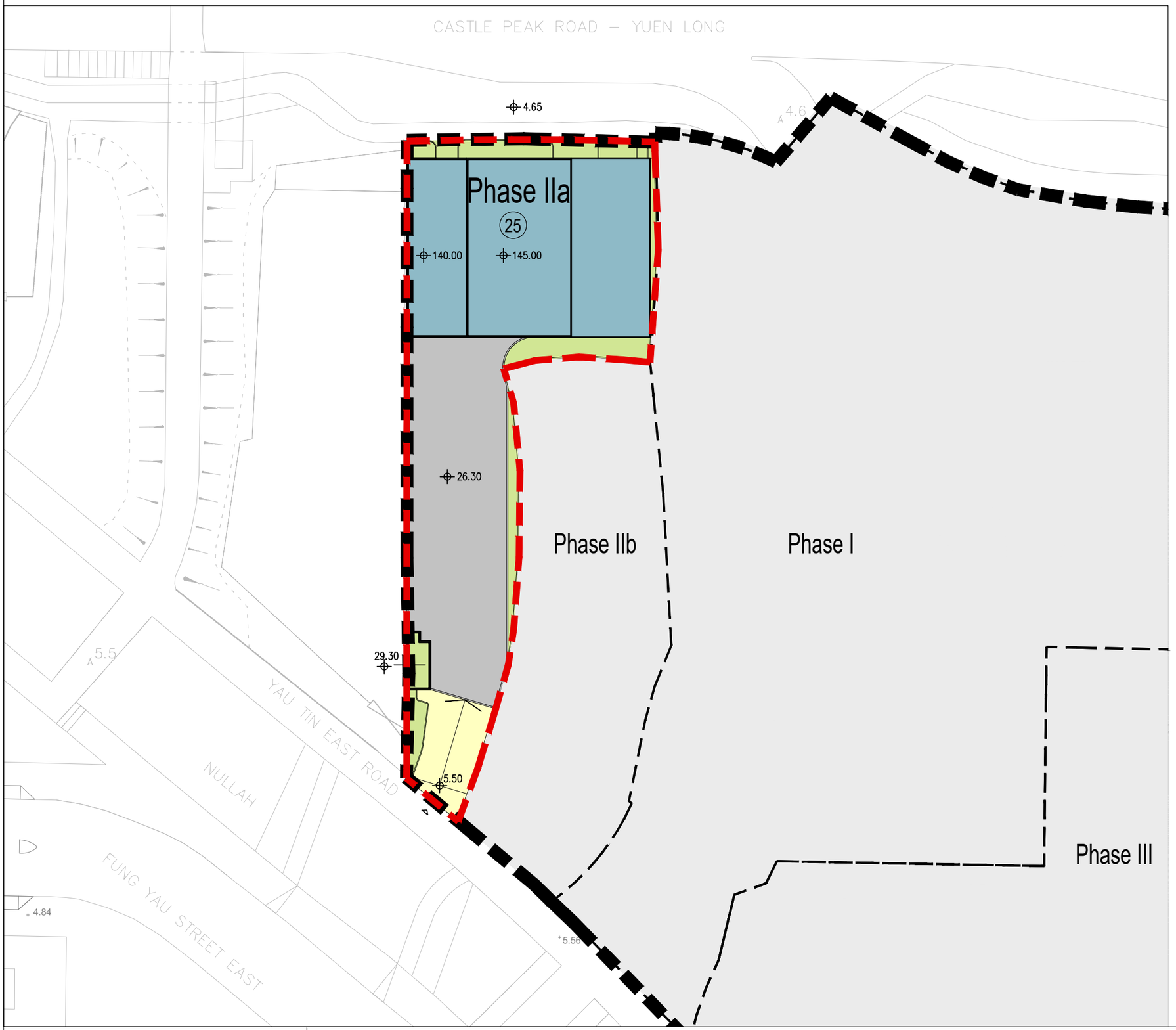
Title

INDICATIVE MASTER LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
NA	02



N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Landscape / Uncovered Area
- EVA / Uncovered Driveway / Uncovered L&UL
- Carpark/ Loading & Unloading / Covered Driveway

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
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INDICATIVE MASTER LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale 1:450 @A3	Figure 03

N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Landscape / Uncovered Area
- EVA / Uncovered Driveway / Uncovered L&UL
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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Title

INDICATIVE GROUND FLOOR LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
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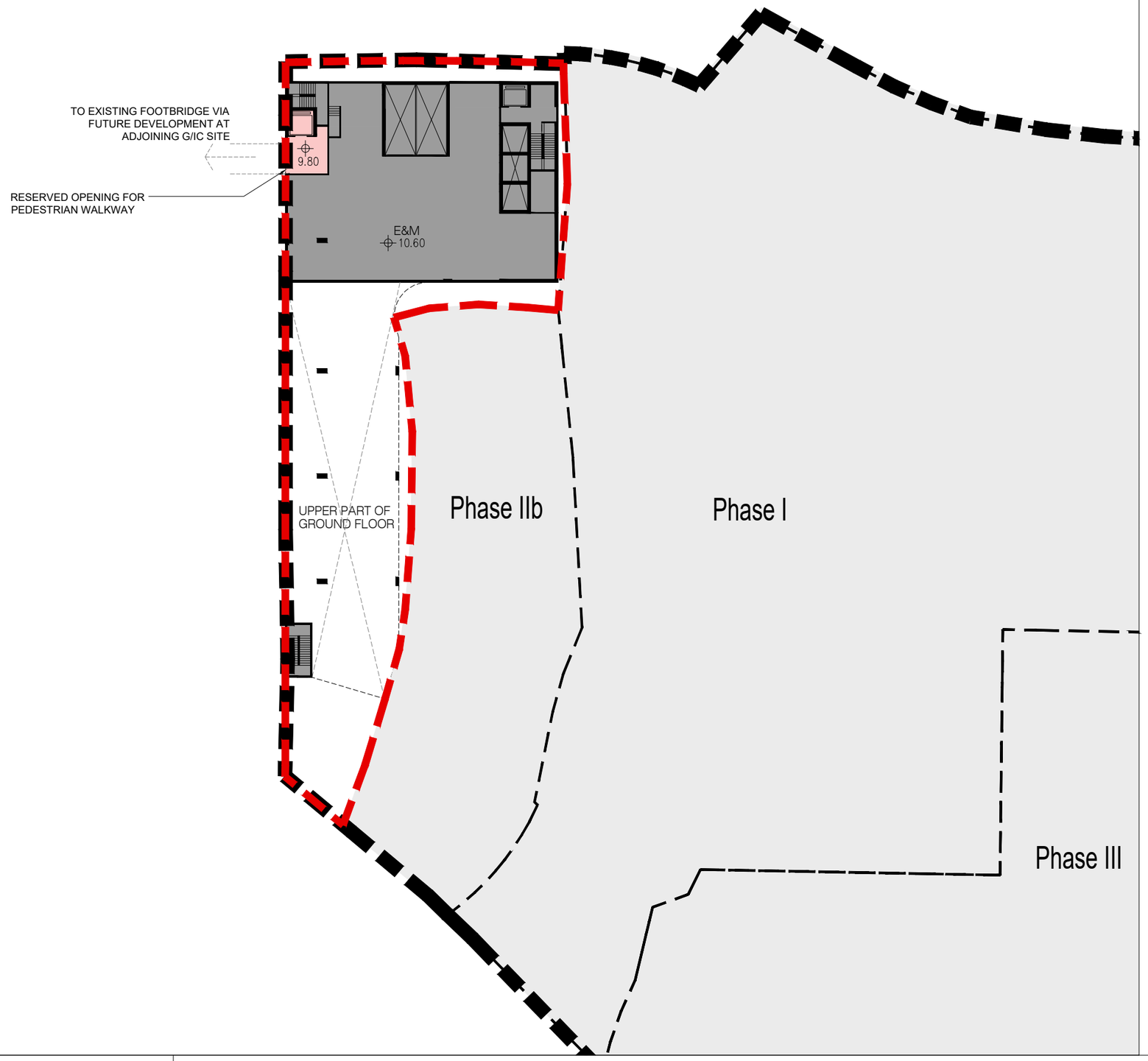

N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Retail
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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Title

INDICATIVE MEZZANINE FLOOR PLAN

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Scale	Figure
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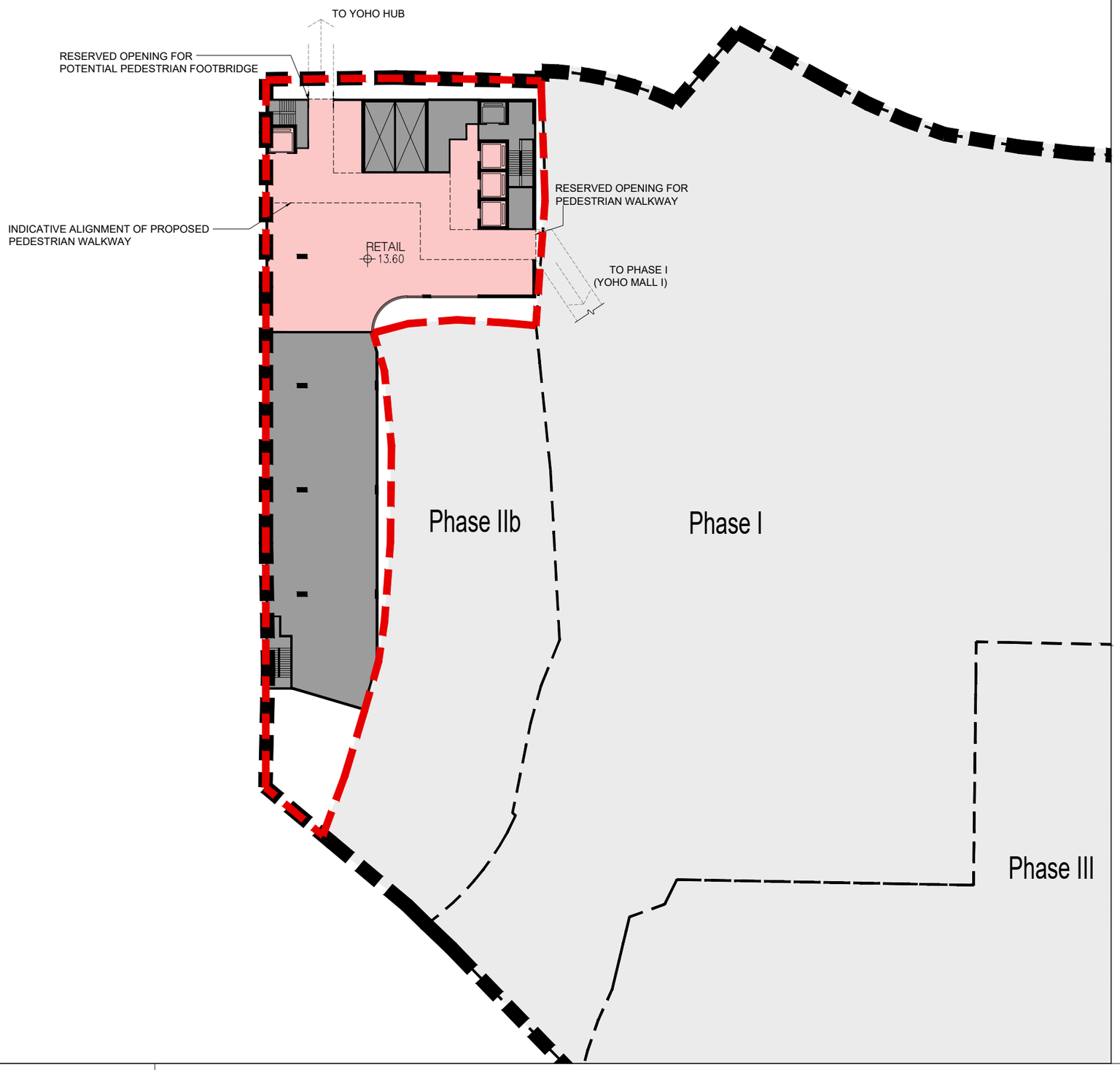

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LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Retail
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

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no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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INDICATIVE FIRST FLOOR LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
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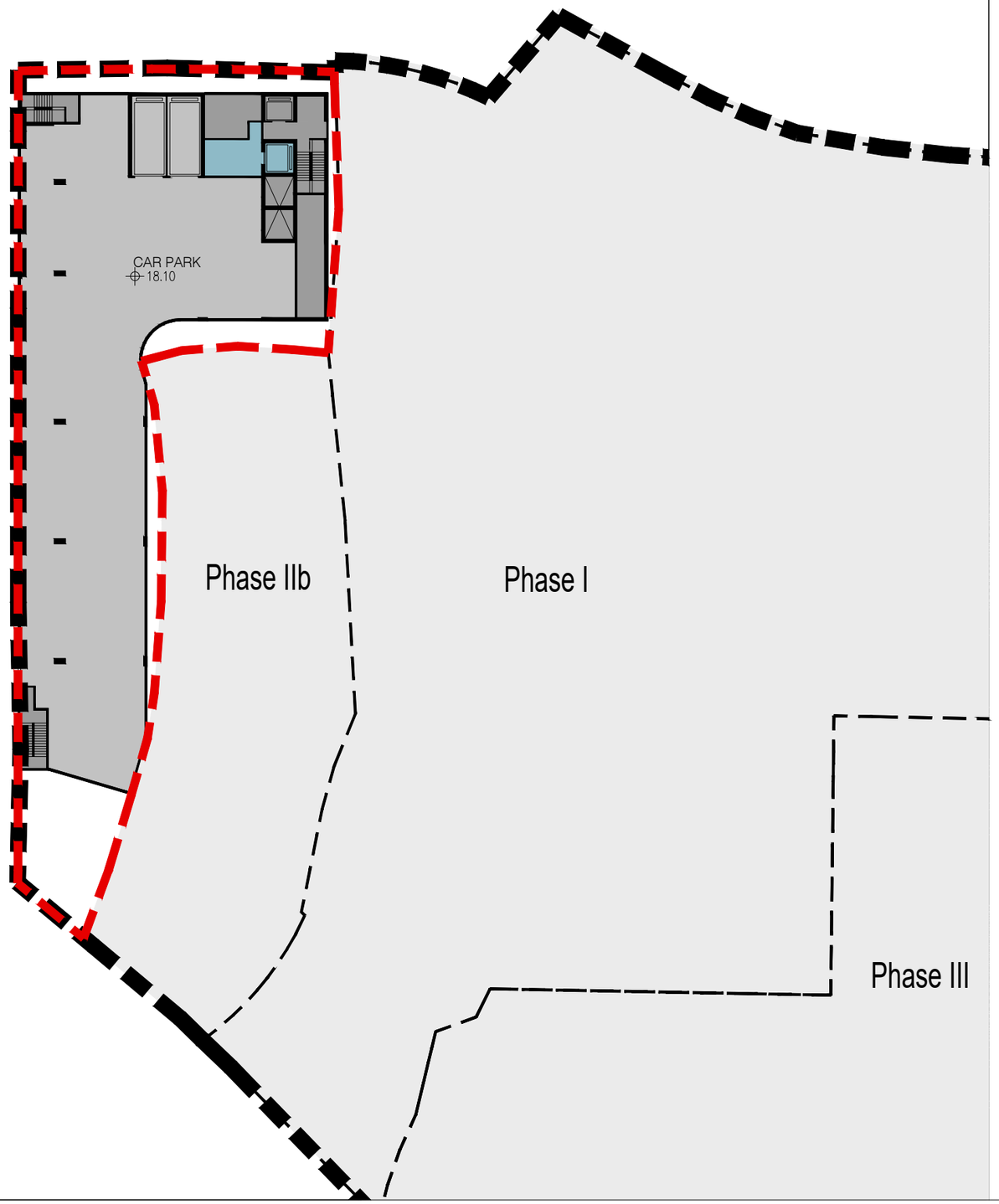

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LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
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no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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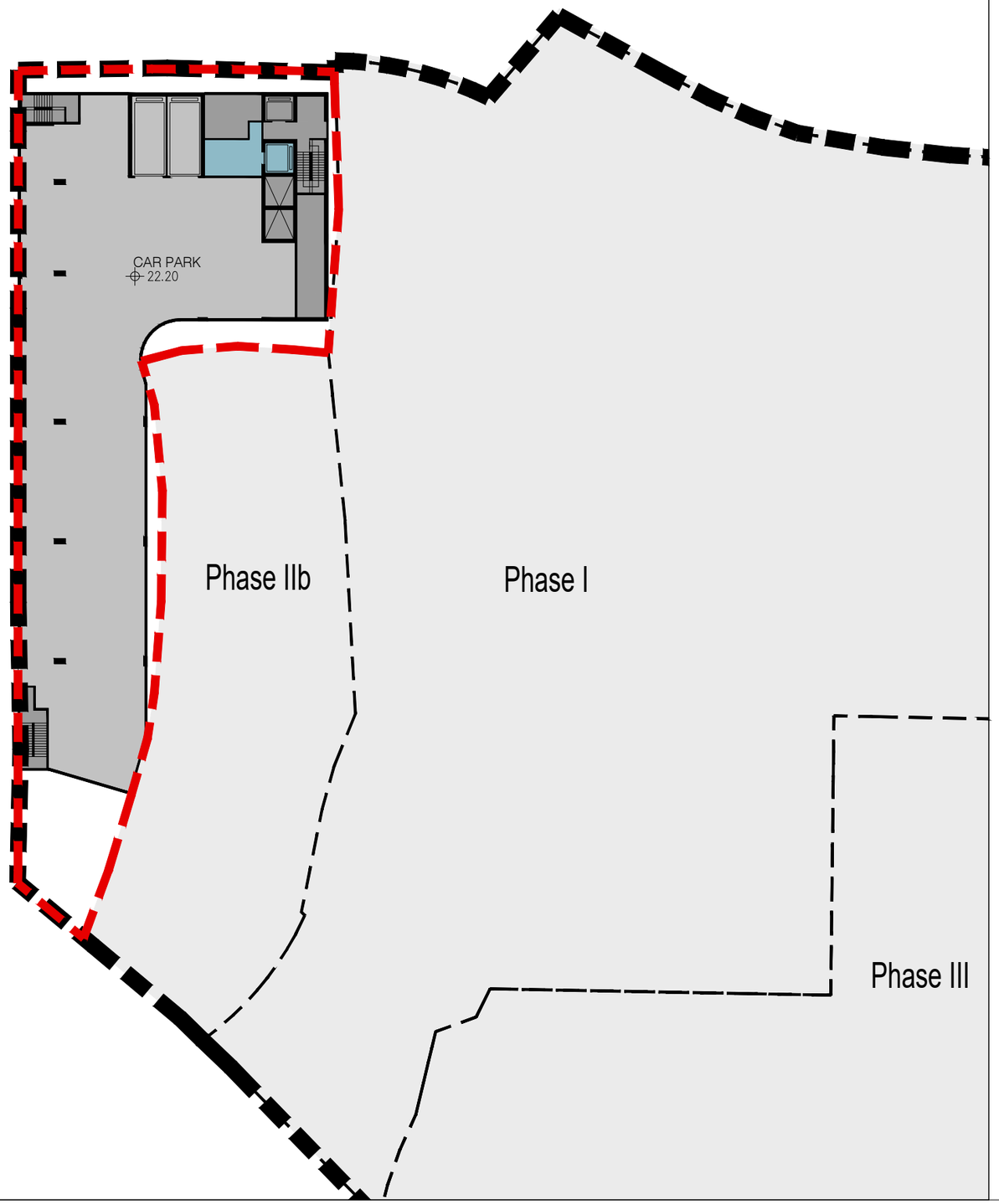

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LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

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no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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INDICATIVE THIRD FLOOR LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
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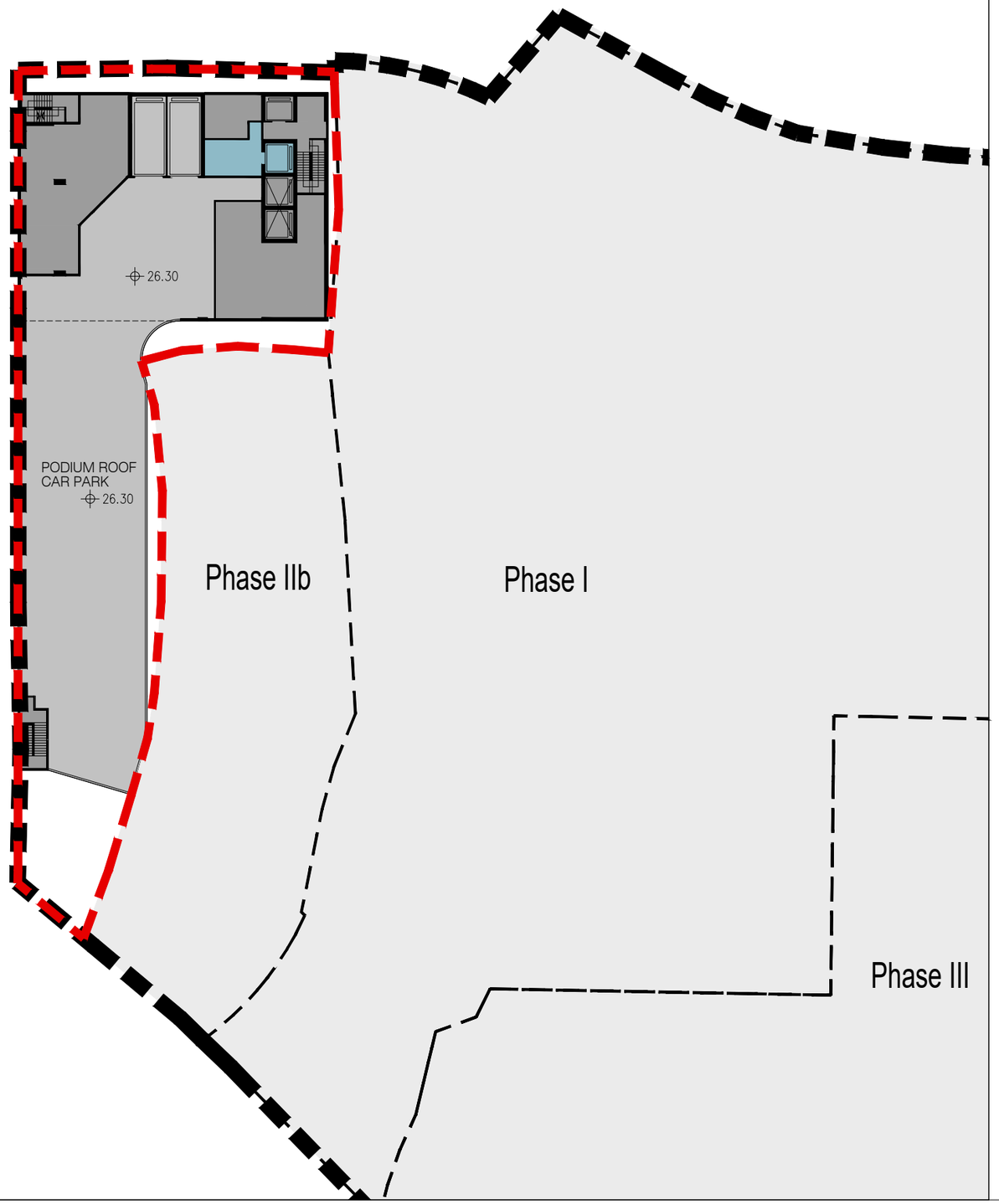

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LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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Title

INDICATIVE FIFTH FLOOR LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
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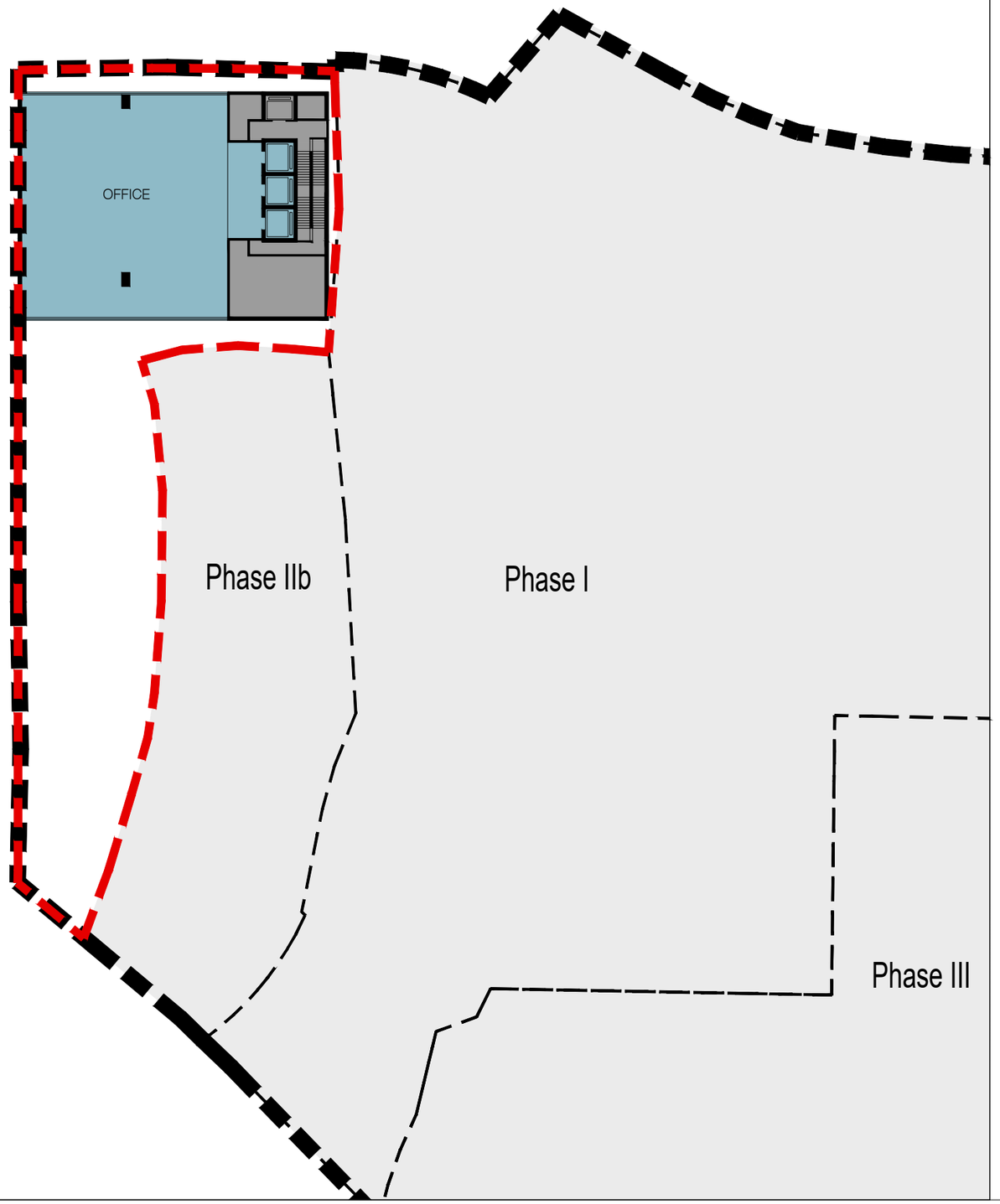

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LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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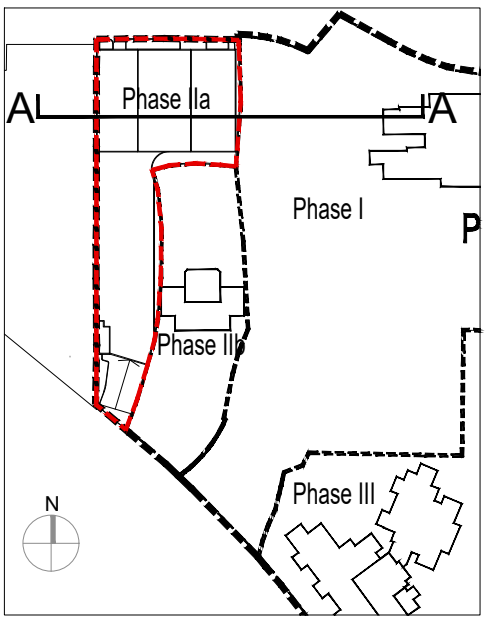
Title

INDICATIVE TYPICAL FLOOR LAYOUT PLAN

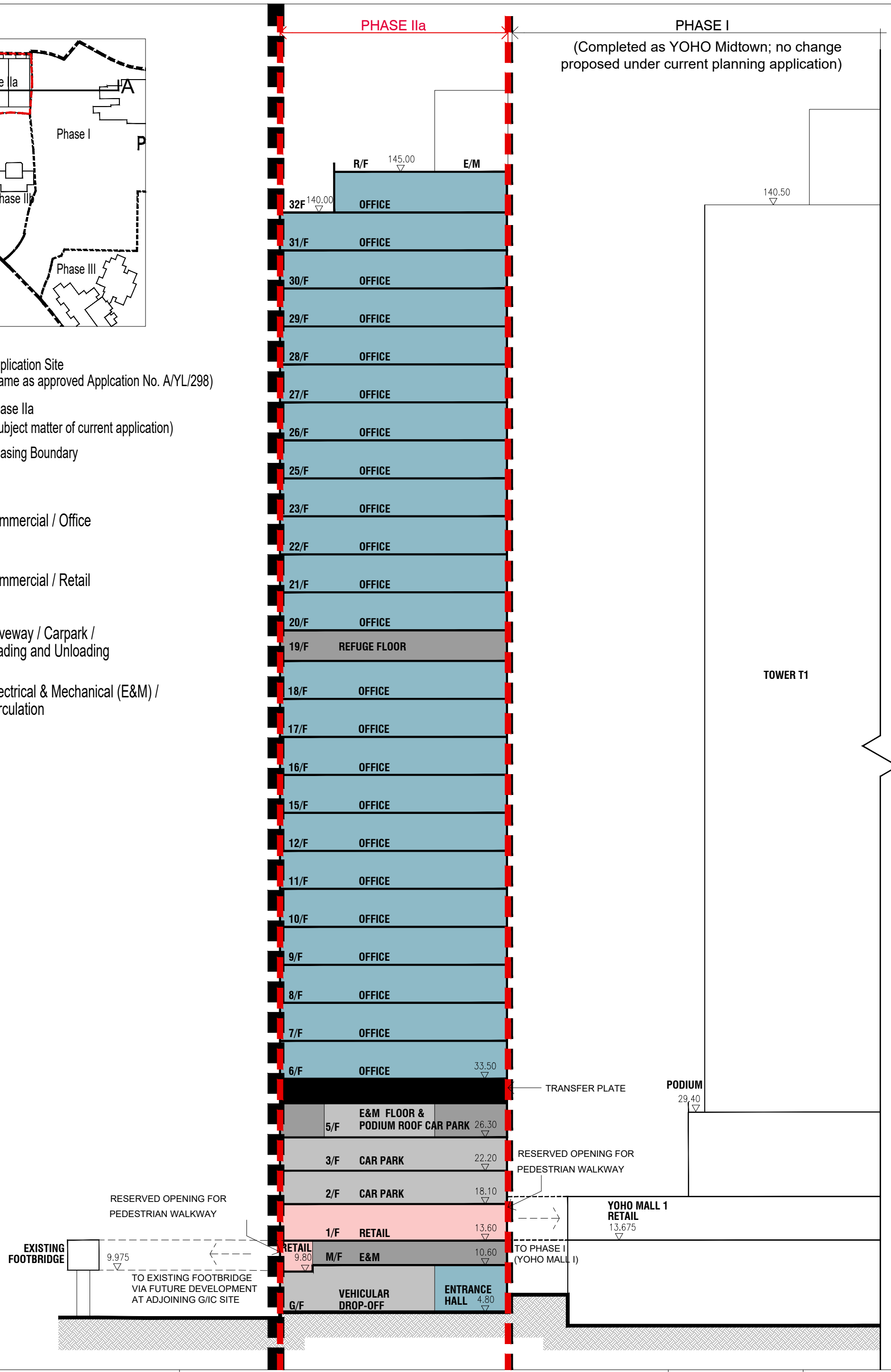
Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	10

KEY PLAN:



LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Commercial / Office
- Commercial / Retail
- Driveway / Carpark / Loading and Unloading
- Electrical & Mechanical (E&M) / Circulation



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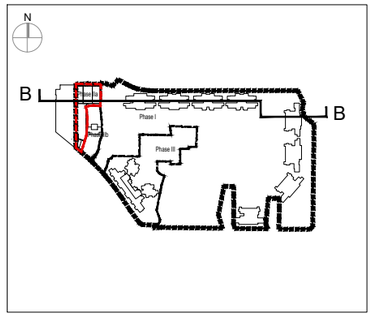
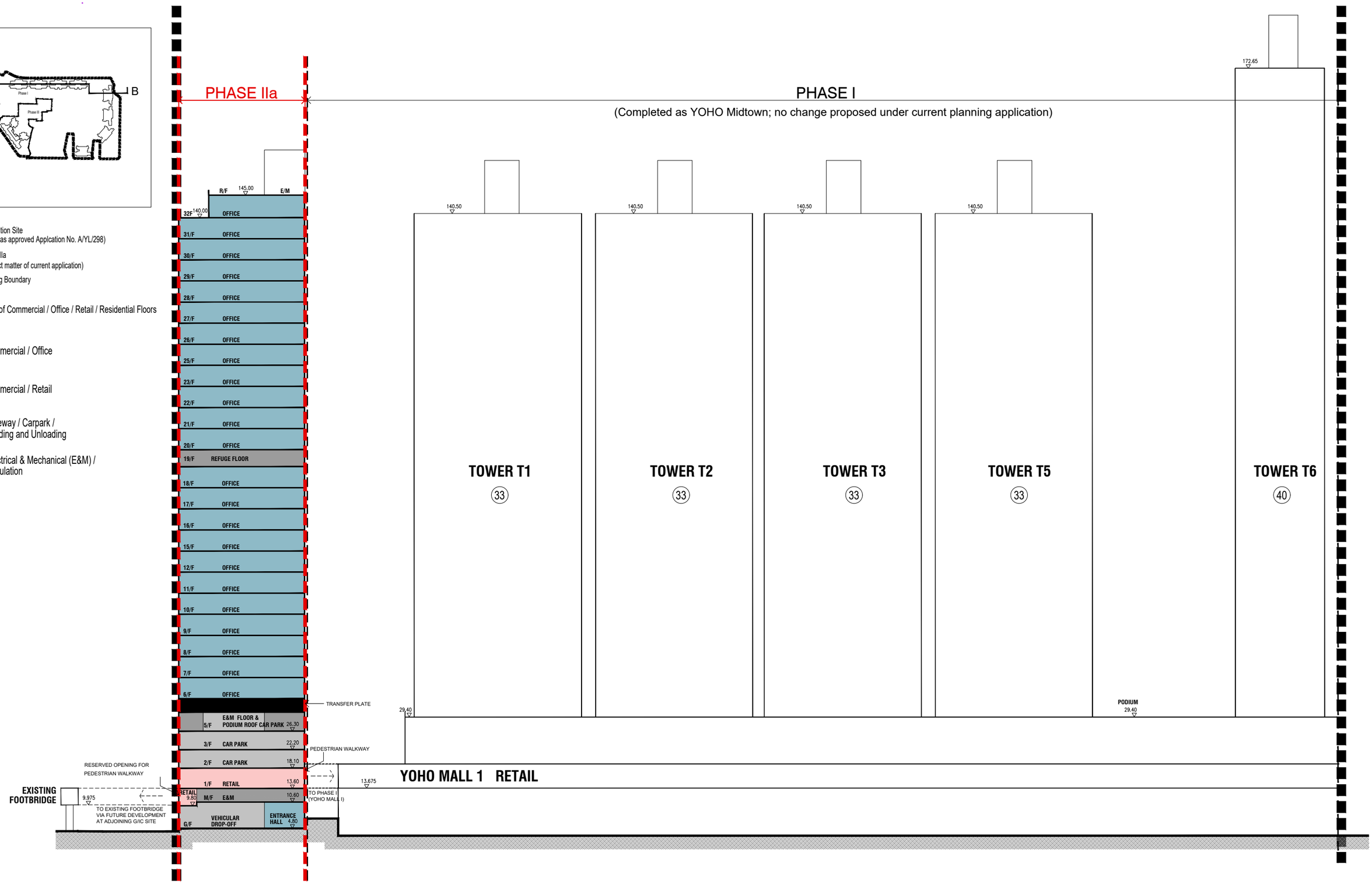
Title	Rev.	Date
INDICATIVE SECTION PLAN (A-A)	SK01	FEB 2026
	Scale 1:450 @A3	Figure 11

KEY PLAN:



LEGEND:

- Application Site (Same as approved Application No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- (36) No. of Commercial / Office / Retail / Residential Floors
- Commercial / Office
- Commercial / Retail
- Driveway / Carpark / Loading and Unloading
- Electrical & Mechanical (E&M) / Circulation



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Title	Rev.	Date
INDICATIVE SITE SECTION PLAN (B-B)	SK01	FEB 2026
	Scale NA	Figure 12

Appendix B

Prior Approval from Transport Department on the Proposed Vehicular Access

---

Yeung, David

From: Chi Wai IP <chiwaiip@td.gov.hk>
Sent: Thursday, May 30, 2024 5:28 PM
To: Yeung, David
Cc: Wong, David Tai Fai; Chui, Thomas; wilsonkhman@td.gov.hk; Ajyum Distinction CHAN/PLAND
Subject: RE: Proposed Land Exchange for Hotel Development in Yau Tin East Road, Yuen Long - 3rd Amendment Submission

Importance: High

This Message Is From an External Sender

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear David,

Please note that we have no objection in principle from traffic engineering viewpoints to the design of the vehicular access (i.e. run-in/out type) at Yau Tin East Road for the subject development. We shall further offer our comments on the design of traffic aids separately.

Regards,
Louis IP
E/YLS, TE(NTW), TD
Tel: 2399 2565

From: "Yeung, David" <David.Yeung@aecom.com>
To: Chi Wai IP <chiwaiip@td.gov.hk>
Cc: [redacted]
"wilsonkhman@td.gov.hk" <wilsonkhman@td.gov.hk>
Date: 2024/05/29 下午 10:51
Subject: RE: Proposed Land Exchange for Hotel Development in Yau Tin East Road, Yuen Long - 3rd Amendment Submission

---

Dear Louis,

To facilitate the formal submission of approval condition (g) and (h) for the captioned project, it would be much grateful if you could offer your blessing on the attached RtoC together with the supplement drawings prior to the GBP submission.

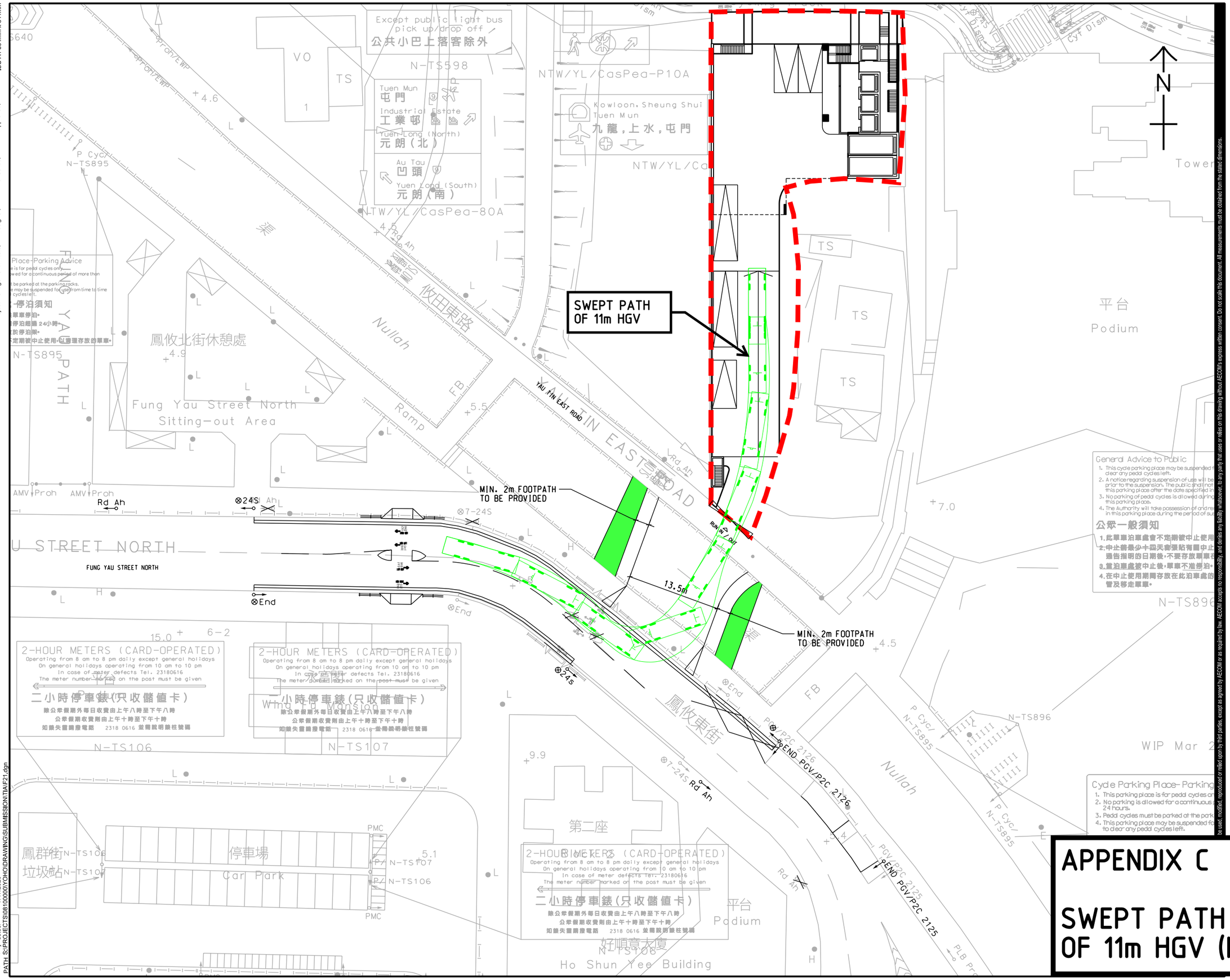
Should you have any queries or require further information, please feel free to call me.

Thank you for your kind assistance.

Regards,

Appendix C

Swept Path Analysis of the Vehicular Access



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PROJECT
項目

SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

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DIMENSION UNIT 尺寸單位: METRES

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APPENDIX C

SWEPT PATH ANALYSIS OF 11m HGV (INGRESS)

ISO A1 594mm x 841mm
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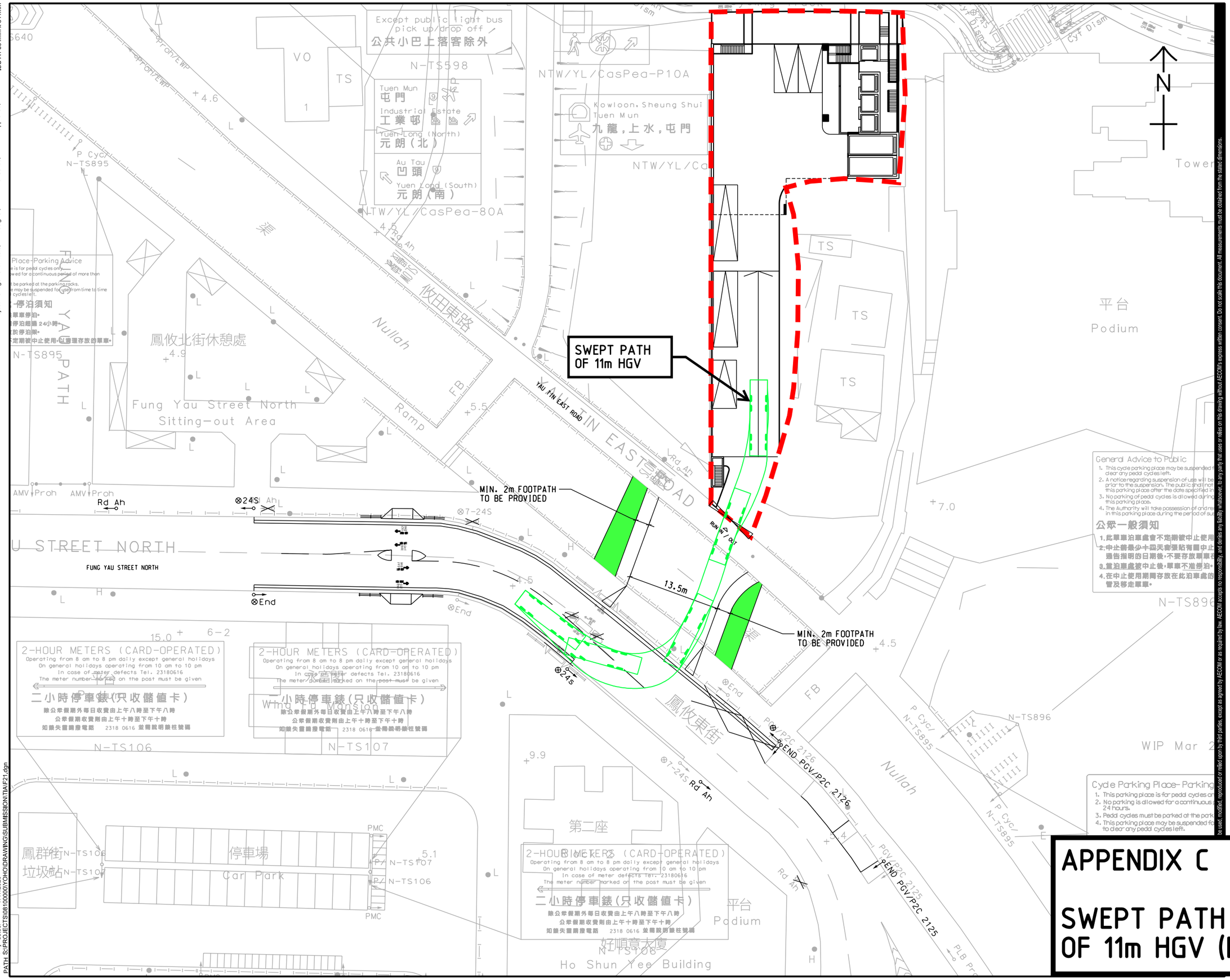
Checked:
Designer:
Project Management Initials:
Plot File by: setcd
PATH: S:\PROJECTS\0810000\YOHO\DRAWINGS\SUBMISSION\TIAIF21.dgn
7/17/2026



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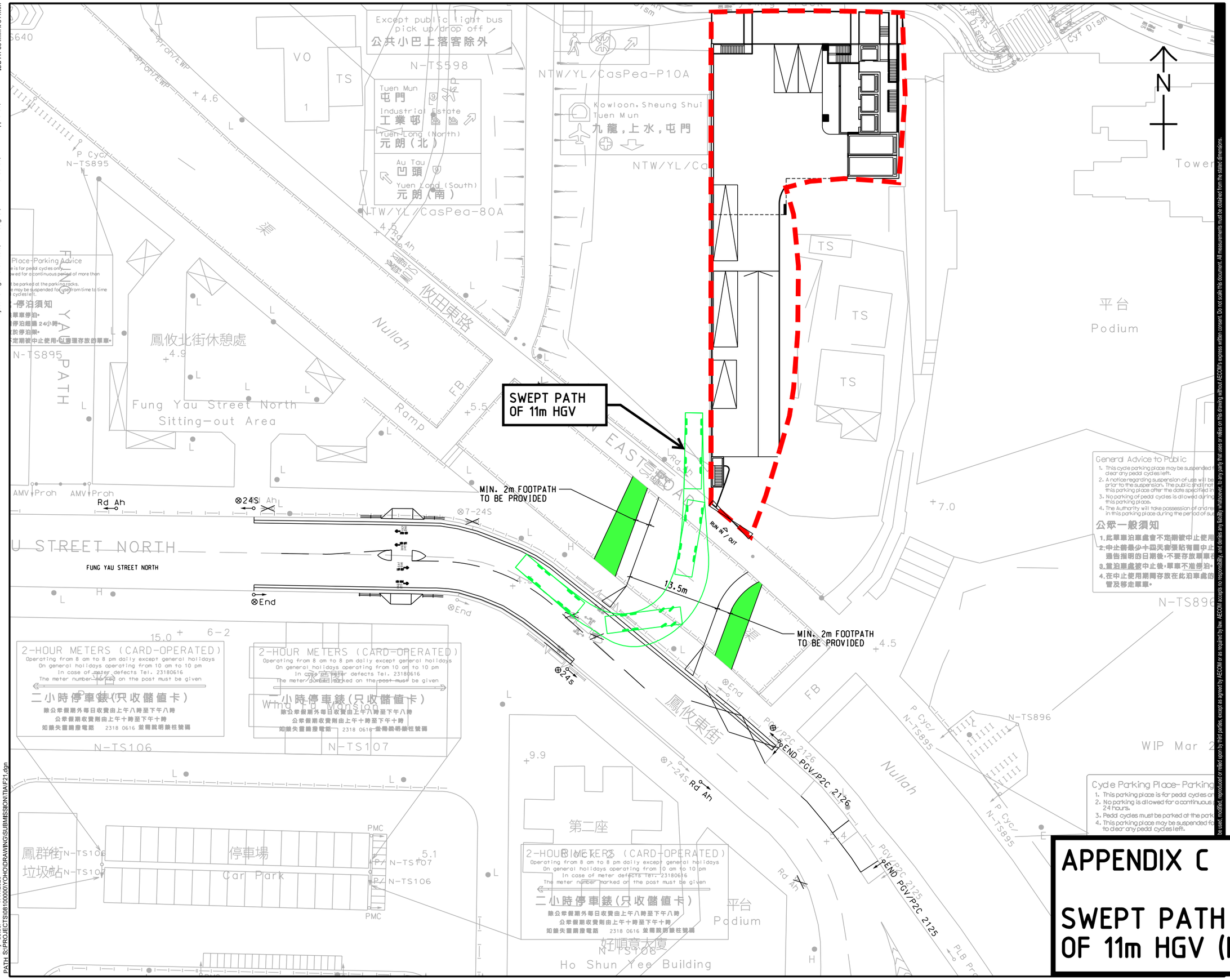
SWEPT PATH ANALYSIS OF 11m HGV (EGRESS)



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SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

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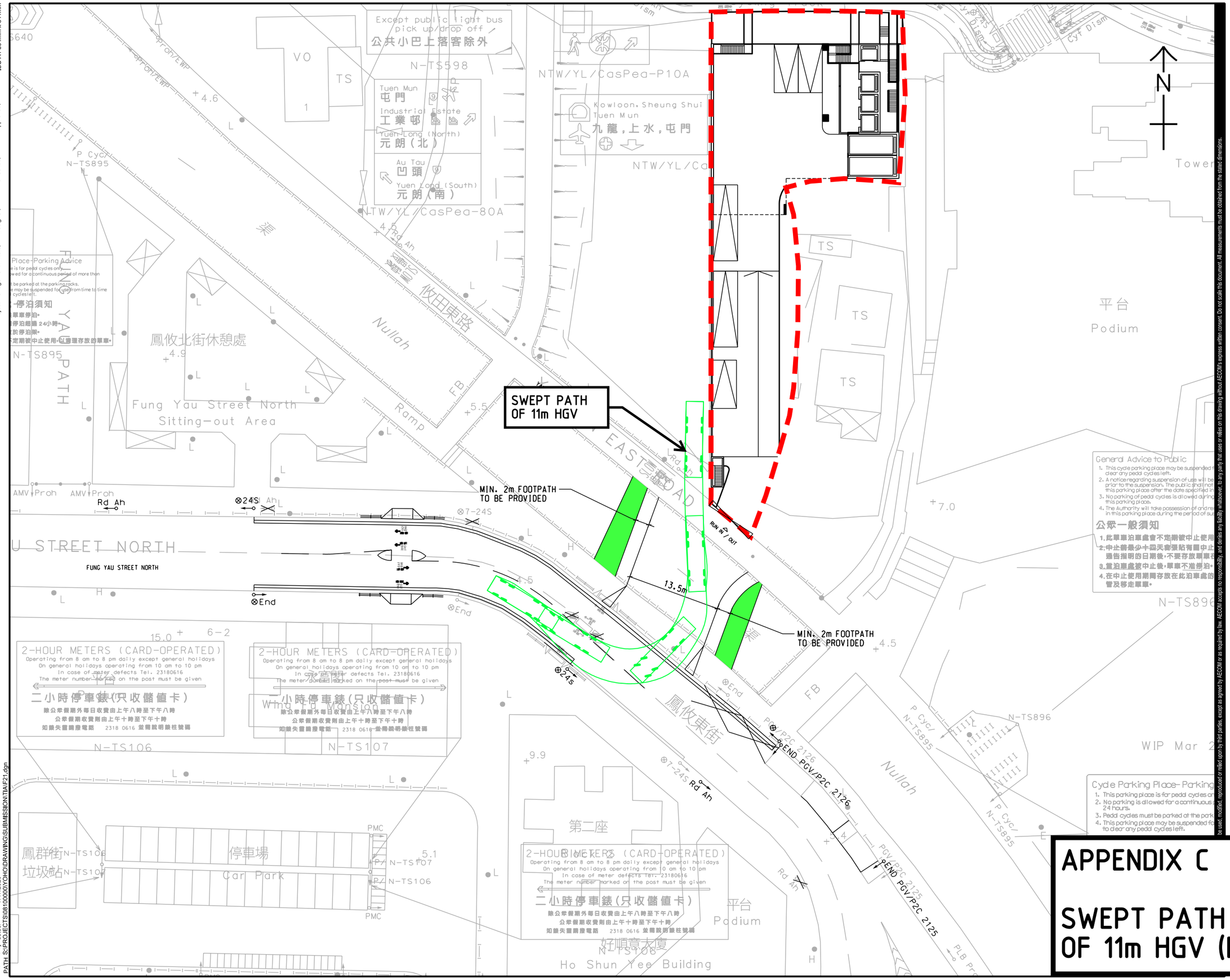

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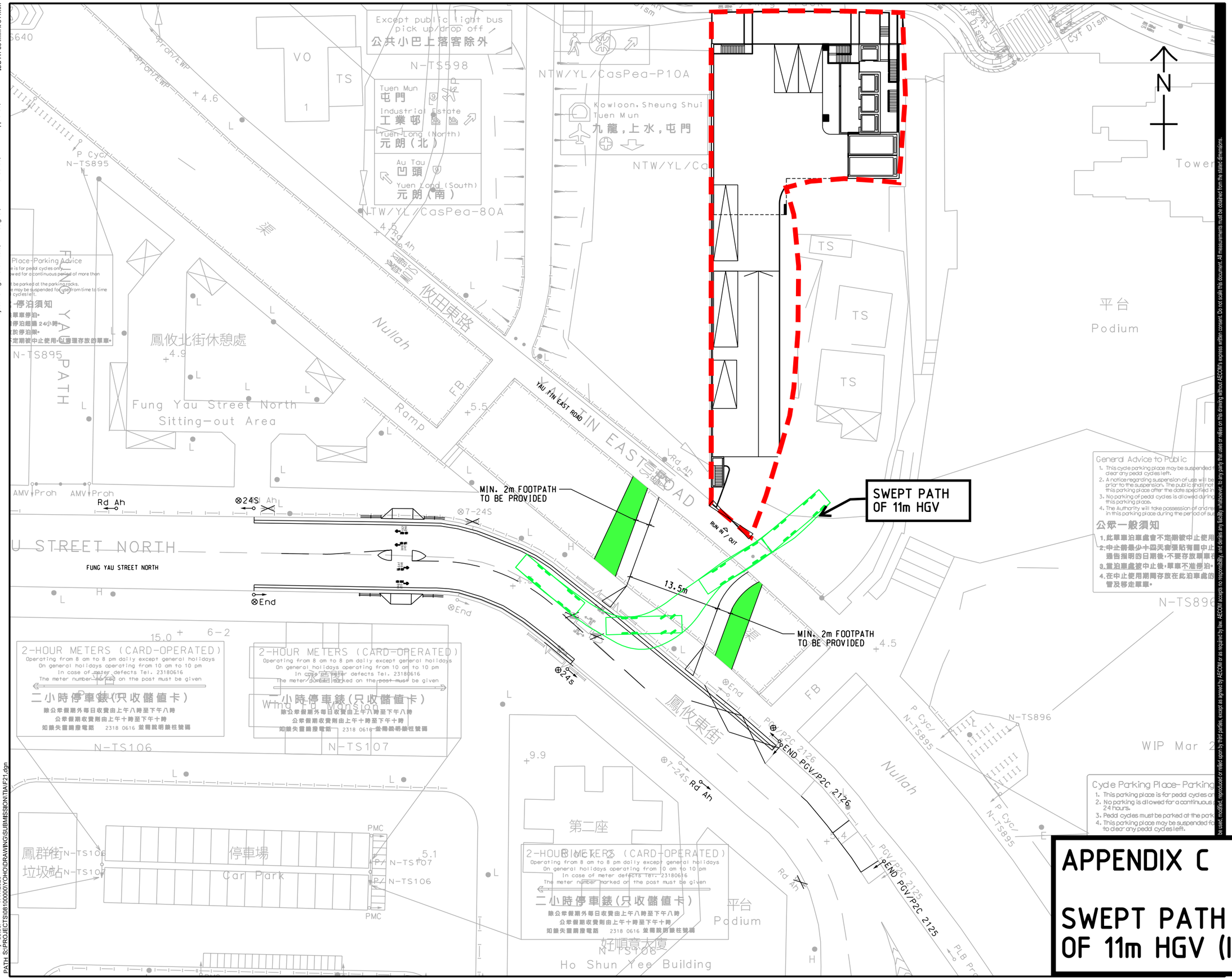

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SWEPT PATH ANALYSIS OF 11m HGV (INGRESS)

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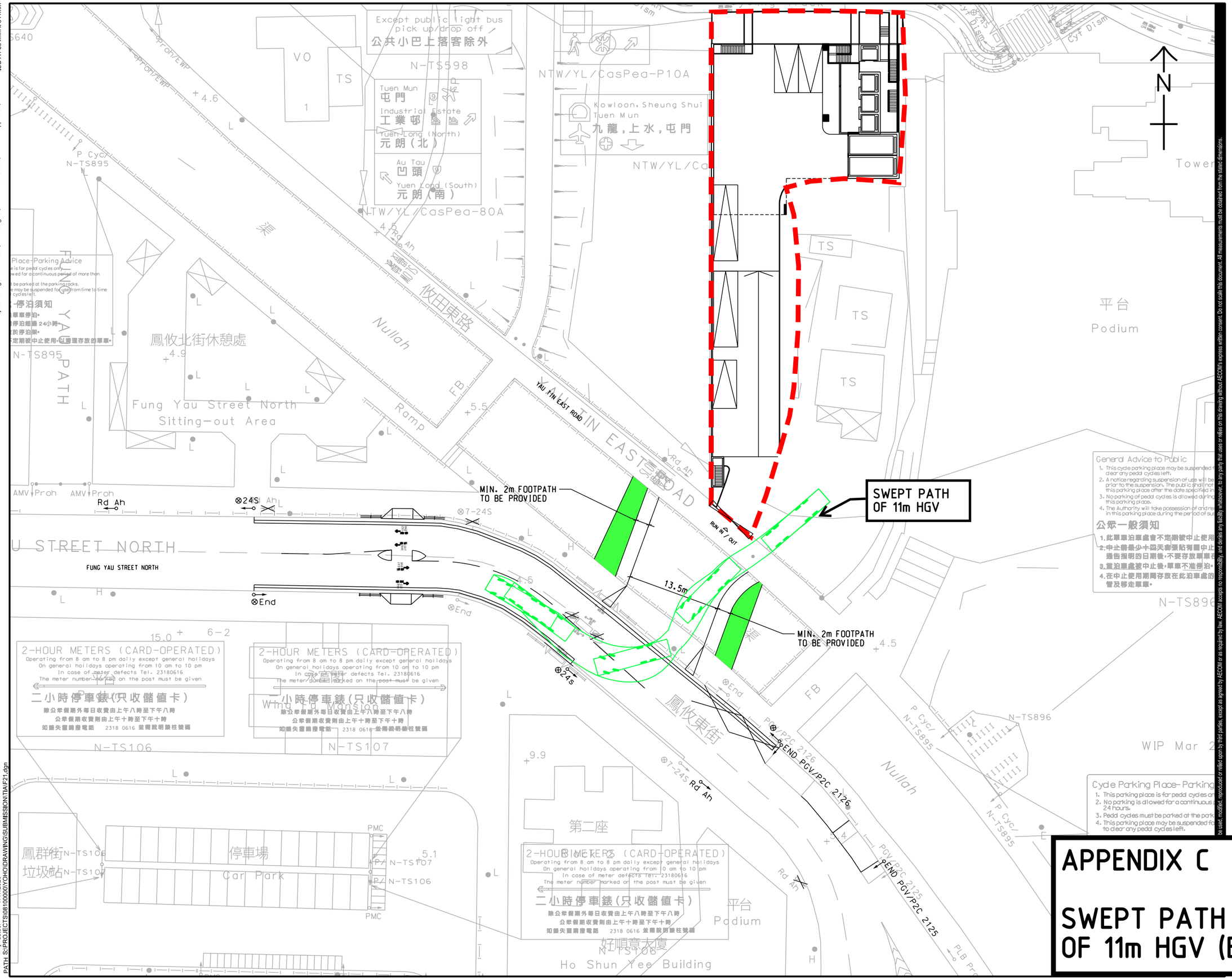

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Appendix D

Junction Capacity Calculation Sheets

2025 Observed Flows

JUNCTION CAPACITY CALCULATION

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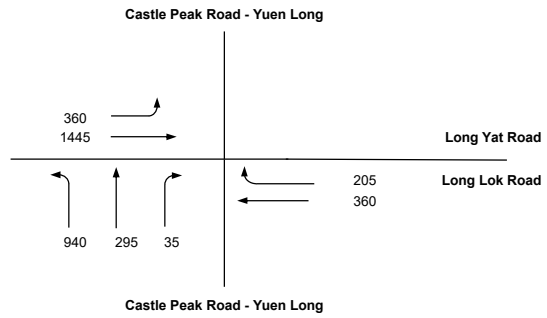
Junction J1 - Castle Peak Road – Yuen Long / Long Yat Road	2025 AM Peak Observed Flows	DESIGN:	CHECK:	#VALUE!	DATE: Oct 20

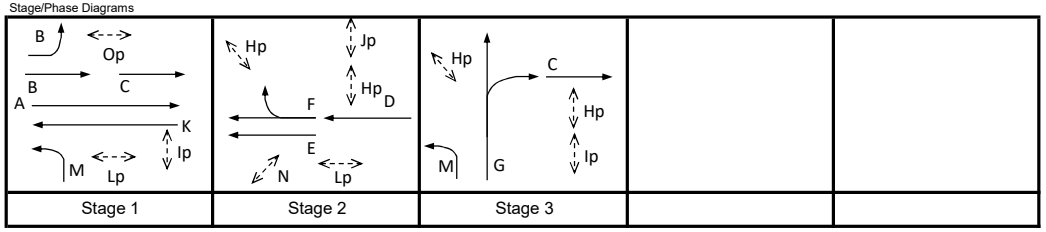
J1

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	134	sec
Sum(y)	Y =	0.568	
Lost time	L =	25	sec
Total Flow	=	18,585	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y) =	98	sec
Min. Cycle Time C_m	= L/(1-Y) =	58	sec
Y_{ult}	= 0.9-0.0075×L =	0.713	
R.C.$_{ult}$	= (Y_{ult}-Y)/Yx100% =	25.5	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y) =	68	sec
Y_{max}	= 1-L/C =	0.813	

Stage/Phase Diagrams



I/G = 13 I/G = 6 I/G = 9

Critical Case : B,E,G

R.C.(C) = (0.9xY_{max}-Y)/Yx100% = 29%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	B	1	3.500	1	15			1		0		1965	360			360	100%		1786	0.202	
	B	1	3.600	2				0		0		4230		1445		1445			4230	0.342	0.342
	E	2	3.700	1				1		0		1985		168		168			1985	0.085	0.085
	F	2	3.700	1		25	0	0		0		2125		37	135	172		79%	2029	0.085	
	M	1,3	3.700	2	20			1		0		4110	940			940	100%		3823	0.246	
	G	3	3.300	1				0		0		2085		295		295			2085	0.141	0.141
	G	3	3.300	1		25	0	0		0		2085			35	35		100%	1967	0.018	

Pedestrian Crossing				GM		FGM			
	Hp	2,3	min.	10	+	8	=	18	sec
	Ip	1,3	min.	5	+	6	=	11	sec
	Jp	2	min.	5	+	6	=	11	sec
	Lp	1,2	min.	5	+	6	=	11	sec
	Np	2	min.	5	+	7	=	12	sec
	Op	1	min.	5	+	6	=	11	sec
	A	1	min.	5	+	4	=	9	sec
	K	1	min.	5	+	4	=	9	sec

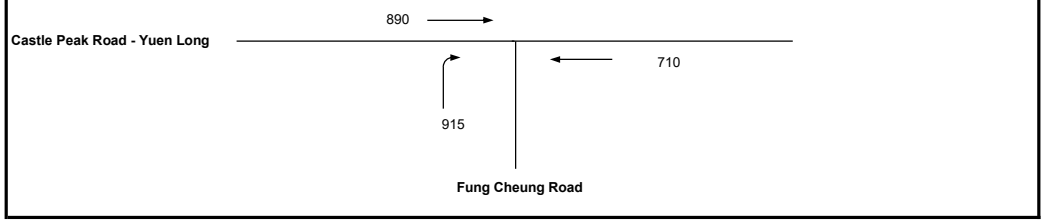
JUNCTION CAPACITY CALCULATION

AECOM

Junction J2 - Castle Peak Road – Yuen Long / Fung Cheung Road	2025 AM Peak Observed Flows	DESIGN:	CHECK:	#VALUE!	DATE: Oct 20

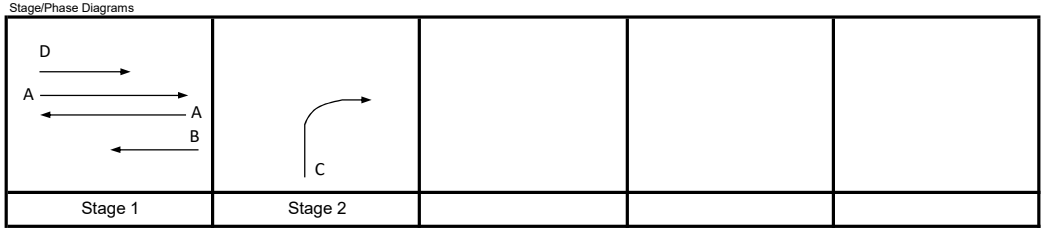
J2

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	67	sec
Sum(y)	Y =	0.457	
Lost time	L =	18	sec
Total Flow	=	12,190	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y) =	59	sec
Min. Cycle Time C_m	= L/(1-Y) =	33	sec
Y_{ult}	= 0.9-0.0075×L =	0.765	
R.C.$_{ult}$	= (Y_{ult}-Y)/Yx100% =	67.4	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y) =	37	sec
Y_{max}	= 1-L/C =	0.731	

Stage/Phase Diagrams



I/G = 12 I/G = 8

5

Critical Case : D,C

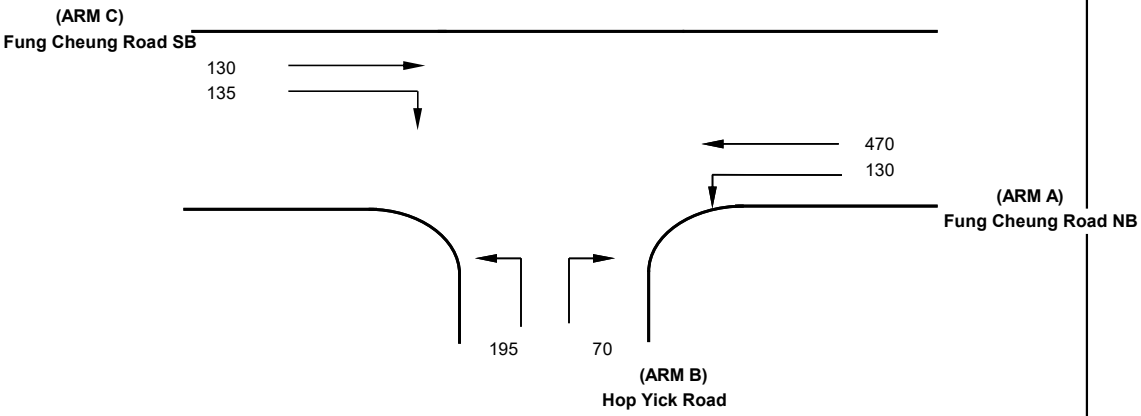
R.C.(C) = (0.9xY_{max}-Y)/Yx100% = 44%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
→	D	1	3.500	2				1		0		4070		890		890			4070	0.219	0.219
←	B	1	3.400	2				1		0		4050		710		710			4050	0.175	
↱	C	2	3.500	2		25	0	1		0		4070			915	915		100%	3840	0.238	0.238
Pedestrian Crossing				GM		FGM															
	A	1	min.	6	+	6	=	12	sec												

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J4 - Fung Cheung Road / Hop Yick Road	2025 AM Peak Observed Flows	Designed By :	Checked By :	Job No. :	Date : Jun 25



NOTES : (GEOMETRIC INPUT DATA)

J4

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9	(metres)
W cr	=		(metres)
q a-b	=	130	(pcu/hr)
q a-c	=	470	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.07	(metres)
Vr c-b	=	100	(metres)
q c-a	=	130	(pcu/hr)
q c-b	=	135	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	70	(pcu/hr)
q b-c	=	195	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.983879
E	=	1.014308
F	=	1.020769
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	420
Q b-c	=	623
Q c-b	=	607
Q b-ac	=	553

CRITICAL DFC = 0.48

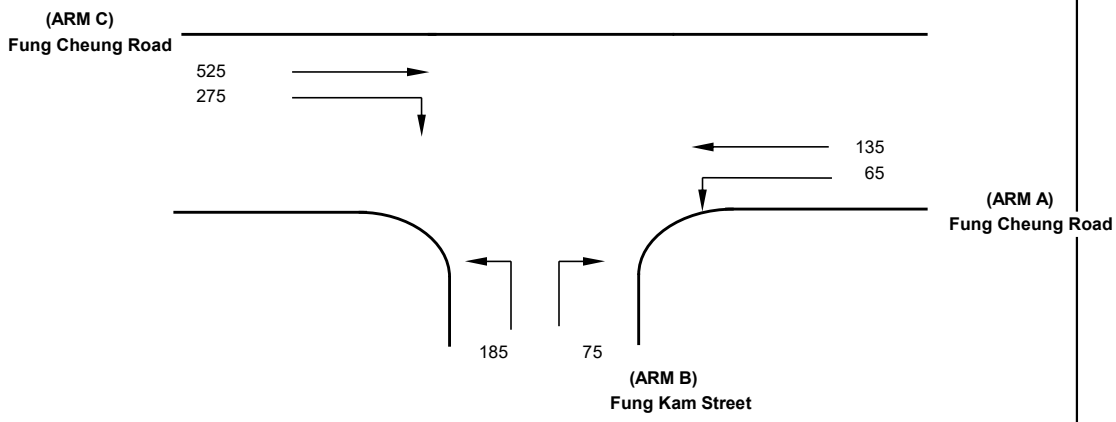
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.17
DFC b-c	=	0.31
DFC c-b	=	0.22
DFC b-ac	=	0.48

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J5 - Fung Cheung Road / Fung Kam Street	2025 AM Peak Observed Flows	Designed By :	Checked By :	Job No. :	Date : Jun 25



NOTES : (GEOMETRIC INPUT DATA)

J5

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9	(metres)
W cr	=		(metres)
q a-b	=	65	(pcu/hr)
q a-c	=	135	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	100	(metres)
q c-a	=	525	(pcu/hr)
q c-b	=	275	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5	(metres)
W b-c	=	2.5	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	75	(pcu/hr)
q b-c	=	185	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.828550
E	=	0.875846
F	=	0.838923
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	336
Q b-c	=	617
Q c-b	=	583
Q b-ac	=	497

CRITICAL DFC = 0.52

COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.22
DFC b-c	=	0.30
DFC c-b	=	0.47
DFC b-ac	=	0.52

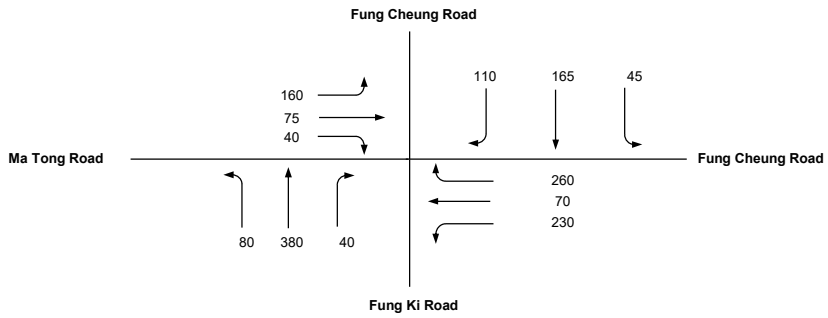
JUNCTION CAPACITY CALCULATION

AECOM

Junction J6 - Fung Cheung Road / Ma Tong Road	2025 AM Peak Observed Flows	DESIGN:	CHECK:	#VALUE!	DATE: Oct 20

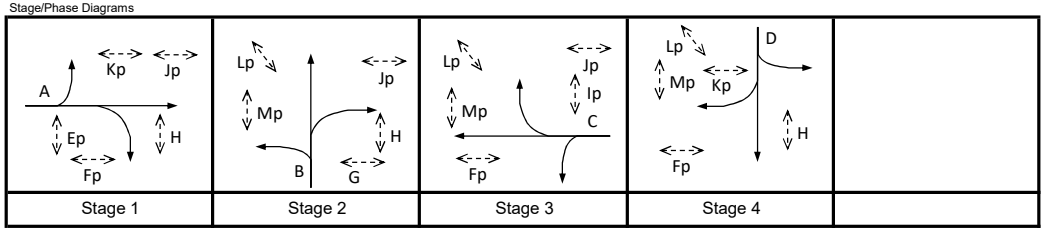
J6

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	4	
Cycle time	C =	128	sec
Sum(y)	Y =	0.412	
Lost time	L =	36	sec
Total Flow	=	20,780	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y) =	100	sec
Min. Cycle Time C_m	= L/(1-Y) =	61	sec
Y_{ult}	= 0.9-0.0075×L =	0.630	
R.C.$_{ult}$	= (Y_{ult}-Y)/Yx100% =	52.9	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y) =	66	sec
Y_{max}	= 1-L/C =	0.719	

Stage/Phase Diagrams



I/G = 10 I/G = 12 I/G = 9 I/G = 9

Critical Case : A,B,C,D

R.C.(C) = (0.9xY_{max}-Y)/Yx100% = 57%

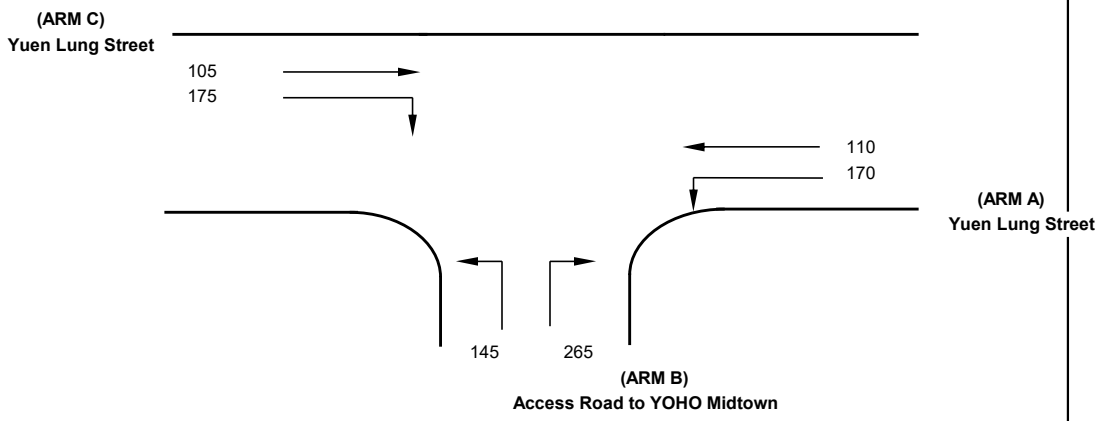
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	5.500	1	50			1		0		2165	160			160	100%		2102	0.076	0.076
	A	1	3.500	1				0		0		2105		75		75			2105	0.036	
	A	1	3.500	1		25	0	0		0		2105			40	40		100%	1986	0.020	
	B	2	3.650	1	15			1		0		1980	80	159		239	33%		1916	0.125	
	B	2	3.650	1		15	0	0		0		2120		221	40	261		15%	2088	0.125	0.125
	C	3	3.500	1	15			1		0		1965	141			141	100%		1786	0.079	
	C	3	3.500	1	18			0		0		2105	89	70		159	56%		2011	0.079	
	C	3	3.500	1		25	0	0		0		2105			260	260		100%	1986	0.131	0.131
	D	4	3.800	1	15			1		0		1995	45	110		155	29%		1939	0.080	0.080
	D	4	3.800	1		25	0	0		0		2135		55	110	165		67%	2053	0.080	

Pedestrian Crossing			GM		FGM			
Hp	1,2,4	min.	10	+	10	=	20	sec
Ip	3	min.	7	+	7	=	14	sec
Jp	1,2,3	min.	8	+	8	=	16	sec
Kp	1,4	min.	6	+	6	=	12	sec
Lp	2,3,4	min.	6	+	6	=	12	sec
Mp	2,3,4	min.	6	+	6	=	12	sec

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J8 - Fung Kwan Street / Access Road to YOHO Midtown	2025 AM Peak Observed Flows	Designed By :	Checked By :	Job No. :	Date : Jun 25



NOTES : (GEOMETRIC INPUT DATA)

J8

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	13.5	(metres)
W cr	=	0	(metres)
q a-b	=	170	(pcu/hr)
q a-c	=	110	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	100	(metres)
q c-a	=	105	(pcu/hr)
q c-b	=	175	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	80	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	265	(pcu/hr)
q b-c	=	145	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.971707
E	=	1.014308
F	=	0.968154
Y	=	0.534250

THE CAPACITY OF MOVEMENT :

Q b-a	=	516
Q b-c	=	721
Q c-b	=	669
Q b-ac	=	574

CRITICAL DFC = 0.71

COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.51
DFC b-c	=	0.20
DFC c-b	=	0.26
DFC b-ac	=	0.71

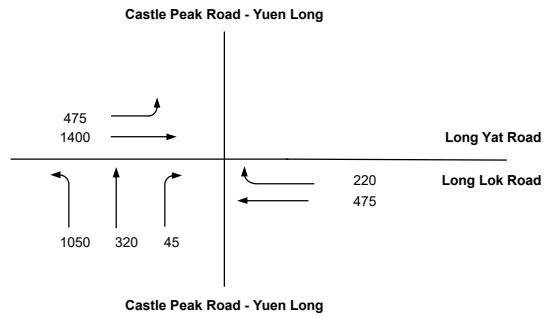
JUNCTION CAPACITY CALCULATION

AECOM

Junction J1 - Castle Peak Road – Yuen Long / Long Yat Road	2025 PM Peak Observed Flows	DESIGN:	CHECK:	#VALUE!	DATE: Oct 20

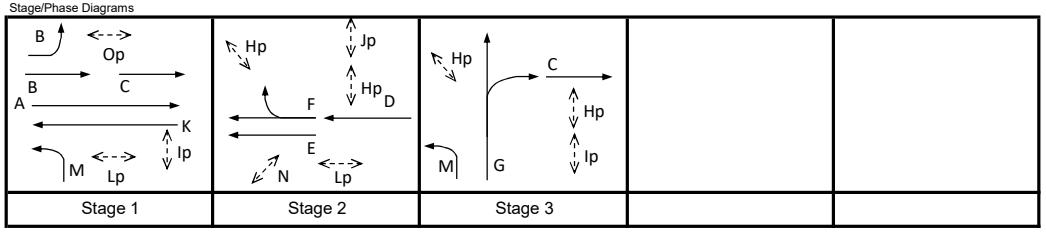
J1

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	134	sec
Sum(y)	Y =	0.568	
Lost time	L =	25	sec
Total Flow	=	18,585	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y) =	98	sec
Min. Cycle Time C_m	= L/(1-Y) =	58	sec
Y_{ult}	= 0.9-0.0075×L =	0.713	
R.C.$_{ult}$	= (Y_{ult}-Y)/Yx100% =	25.5	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y) =	68	sec
Y_{max}	= 1-L/C =	0.813	

Stage/Phase Diagrams



I/G = 13 I/G = 6 I/G = 9

Critical Case : B,E,G

R.C.(C) = (0.9xY_{max}-Y)/Yx100% = 29%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	B	1	3.500	1	15			1		0		1965	475			475	100%		1786	0.266	
	B	1	3.600	2				0		0		4230		1400		1400			4230	0.331	0.331
	E	2	3.700	1				1		0		1985		165		165			1985	0.083	0.083
	F	2	3.700	1		25	0	0		0		2125		55	115	170		68%	2042	0.083	
	M	1,3	3.700	2	20			1		0		4110	1050			1050	100%		3823	0.275	
	G	3	3.300	1				0		0		2085		320		320			2085	0.153	0.153
	G	3	3.300	1		25	0	0		0		2085			45	45		100%	1967	0.023	

Pedestrian Crossing				GM		FGM			
Hp	2,3	min.	10	+	8	=	18	sec
Ip	1,3	min.	5	+	6	=	11	sec
Jp	2	min.	5	+	6	=	11	sec
Lp	1,2	min.	5	+	6	=	11	sec
Np	2	min.	5	+	7	=	12	sec
Op	1	min.	5	+	6	=	11	sec
A	1	min.	5	+	4	=	9	sec
K	1	min.	5	+	4	=	9	sec

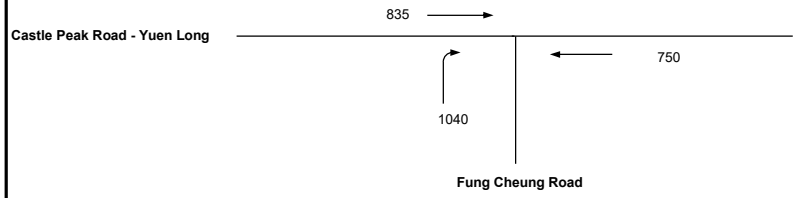
JUNCTION CAPACITY CALCULATION

AECOM

Junction J2 - Castle Peak Road – Yuen Long / Fung Cheung Road	2025 PM Peak Observed Flows	DESIGN:	CHECK:	#VALUE!	DATE: Oct 20

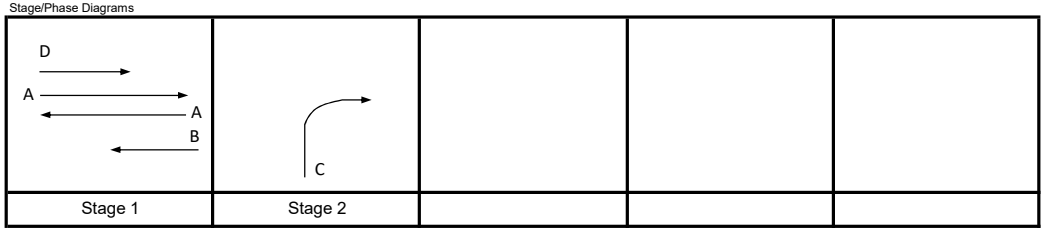
J2

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	67	sec
Sum(y)		Y =	0.476	
Lost time		L =	18	sec
Total Flow		=	12,190	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y)	=	61	sec
Min. Cycle Time C_m	= L/(1-Y)	=	34	sec
Y_{ult}	= 0.9-0.0075×L	=	0.765	
R.C.$_{ult}$	= (Y_{ult}-Y)/Yx100%	=	60.7	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y)	=	38	sec
Y_{max}	= 1-L/C	=	0.731	

Stage/Phase Diagrams



I/G = 12 I/G = 8

5

Critical Case : D,C

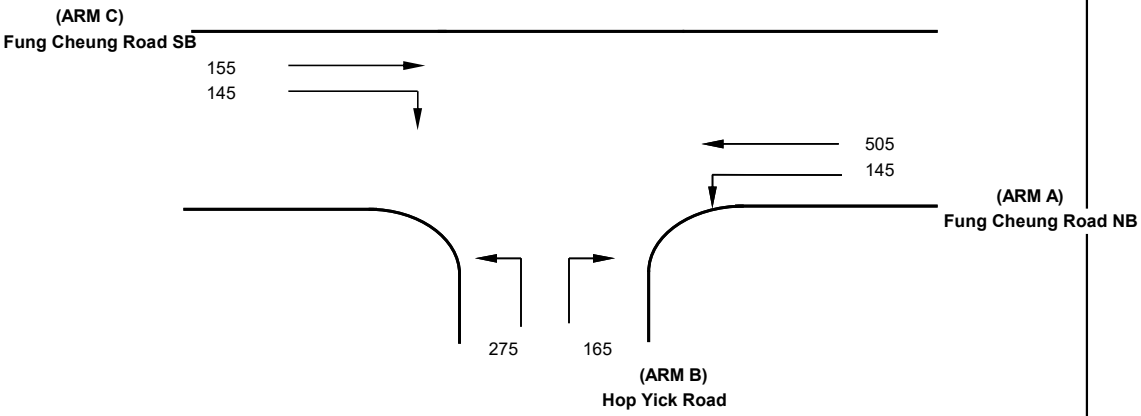
R.C.(C) = (0.9xY_{max}-Y)/Yx100% = 38%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
→	D	1	3.500	2				1		0		4070		835		835			4070	0.205	0.205
←	B	1	3.400	2				1		0		4050		750		750			4050	0.185	
↱	C	2	3.500	2		25	0	1		0		4070			1040	1040		100%	3840	0.271	0.271
Pedestrian Crossing				GM		FGM															
	A	1	min.	6	+	6	=	12	sec												

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J4 - Fung Cheung Road / Hop Yick Road	2025 PM Peak Observed Flows	Designed By :	Checked By :	Job No. :	Date : Jun 25



NOTES : (GEOMETRIC INPUT DATA)

J4

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9	(metres)
W cr	=		(metres)
q a-b	=	145	(pcu/hr)
q a-c	=	505	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.07	(metres)
Vr c-b	=	100	(metres)
q c-a	=	155	(pcu/hr)
q c-b	=	145	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	165	(pcu/hr)
q b-c	=	275	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.983879
E	=	1.014308
F	=	1.020769
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	403
Q b-c	=	612
Q c-b	=	594
Q b-ac	=	512

CRITICAL DFC = 0.86

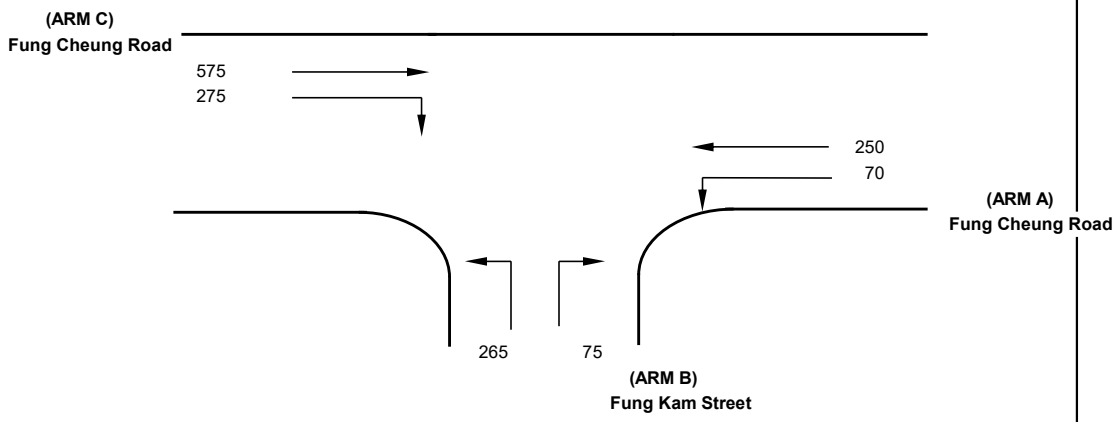
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.41
DFC b-c	=	0.45
DFC c-b	=	0.24
DFC b-ac	=	0.86

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J5 - Fung Cheung Road / Fung Kam Street	2025 PM Peak Observed Flows	Designed By :	Checked By :	Job No. :	Date : Jun 25



NOTES : (GEOMETRIC INPUT DATA)

J5

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	21.2	(metres)
W cr	=		(metres)
q a-b	=	70	(pcu/hr)
q a-c	=	250	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	100	(metres)
q c-a	=	575	(pcu/hr)
q c-b	=	275	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5	(metres)
W b-c	=	2.5	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	75	(pcu/hr)
q b-c	=	265	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.828550
E	=	0.875846
F	=	0.838923
Y	=	0.268600

THE CAPACITY OF MOVEMENT :

Q b-a	=	436
Q b-c	=	629
Q c-b	=	599
Q b-ac	=	573

CRITICAL DFC = 0.59

COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.17
DFC b-c	=	0.42
DFC c-b	=	0.46
DFC b-ac	=	0.59

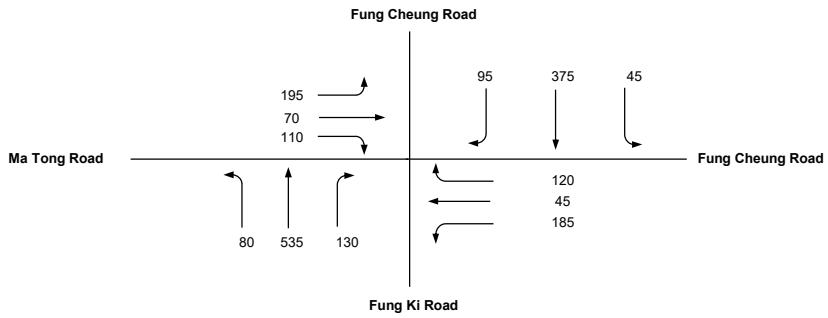
JUNCTION CAPACITY CALCULATION

AECOM

Junction J6 - Fung Cheung Road / Ma Tong Road	2025 PM Peak Observed Flows	DESIGN:	CHECK:	#VALUE!	DATE: Oct 20

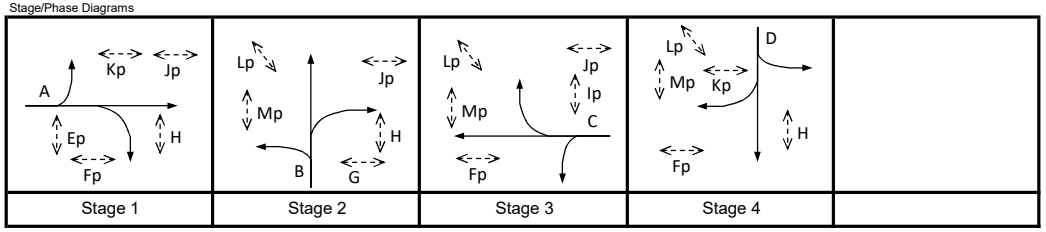
J6

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	4	
Cycle time	C =	128	sec
Sum(y)	Y =	0.468	
Lost time	L =	36	sec
Total Flow	=	20,780	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y) =	111	sec
Min. Cycle Time C_m	= L/(1-Y) =	68	sec
Y_{ult}	= 0.9-0.0075×L =	0.630	
R.C.$_{ult}$	= (Y_{ult}-Y)/Yx100% =	34.8	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y) =	75	sec
Y_{max}	= 1-L/C =	0.719	

Stage/Phase Diagrams



I/G = 10 I/G = 12 I/G = 9 I/G = 9

Critical Case : A,B,C,D

R.C.(C) = (0.9xY_{max}-Y)/Yx100% = 38%

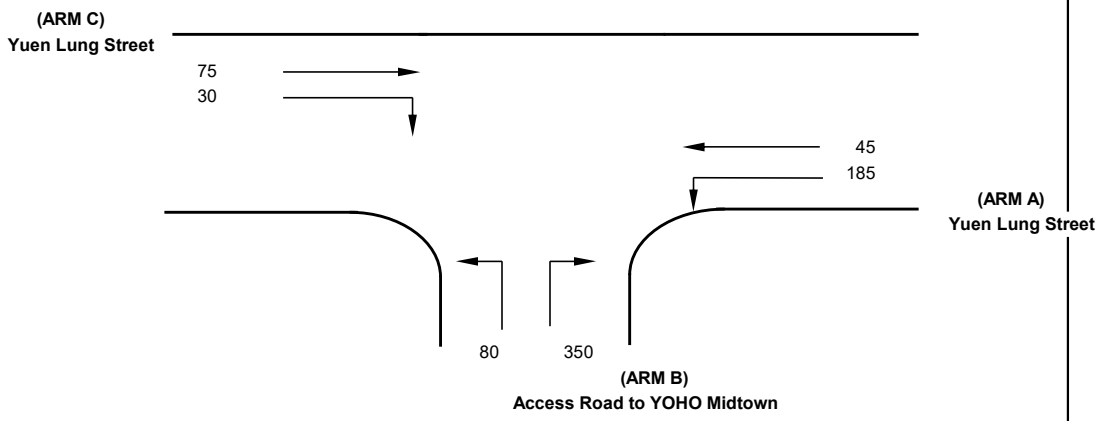
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	5.500	1	50			1		0		2165	195			195	100%		2102	0.093	0.093
	A	1	3.500	1				0		0		2105		70		70			2105	0.033	
	A	1	3.500	1		25	0	0		0		2105			110	110		100%	1986	0.055	
	B	2	3.650	1	15			1		0		1980	80	282		362	22%		1937	0.187	0.187
	B	2	3.650	1		15	0	0		0		2120		253	130	383		34%	2050	0.187	
	C	3	3.500	1	15			1		0		1965	109			109	100%		1786	0.061	
	C	3	3.500	1	18			0		0		2105	76	45		121	63%		2000	0.061	0.061
	C	3	3.500	1		25	0	0		0		2105			120	120		100%	1986	0.060	
	D	4	3.800	1	15			1		0		1995	45	204		249	18%		1960	0.127	0.127
	D	4	3.800	1		25	0	0		0		2135		171	95	266		36%	2090	0.127	

Pedestrian Crossing				GM		FGM			
	Hp	1,2,4	min.	10	+	10	=	20	sec
	Ip	3	min.	7	+	7	=	14	sec
	Jp	1,2,3	min.	8	+	8	=	16	sec
	Kp	1,4	min.	6	+	6	=	12	sec
	Lp	2,3,4	min.	6	+	6	=	12	sec
	Mp	2,3,4	min.	6	+	6	=	12	sec

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J8 - Yuen Lung Street / Access Road to YOHO Midtown	2025 PM Peak Observed Flows	Designed By :	Checked By :	Job No. :	Date : Jun 25



NOTES : (GEOMETRIC INPUT DATA)

J8

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	13.5	(metres)
W cr	=	0	(metres)
q a-b	=	185	(pcu/hr)
q a-c	=	45	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	100	(metres)
q c-a	=	75	(pcu/hr)
q c-b	=	30	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	80	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	350	(pcu/hr)
q b-c	=	80	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.971707
E	=	1.014308
F	=	0.968154
Y	=	0.534250

THE CAPACITY OF MOVEMENT :

Q b-a	=	570
Q b-c	=	732
Q c-b	=	678
Q b-ac	=	594

CRITICAL DFC = 0.72

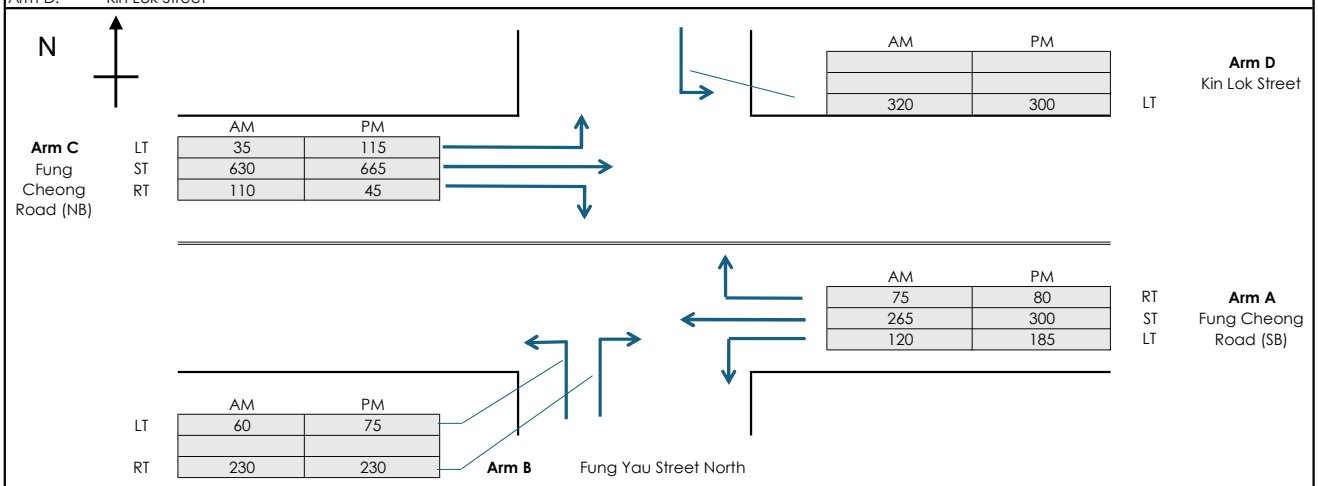
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.61
DFC b-c	=	0.11
DFC c-b	=	0.04
DFC b-ac	=	0.72

Priority Junction Capacity Calculation

AECOM

Job Title:			
Junction:	Junction J3 - Fung Cheung Rd / Fung Yau St N / Kin Lok St	Designed by:	
Scenario:	Observed Flows	Checked by:	
Design Year: 2025	Job No.:	Date:	Sep 2025
Arm A:	Fung Cheong Road (SB)		
Arm B:	Fung Yau Street North		
Arm C:	Fung Cheong Road (NB)		
Arm D:	Kin Lok Street		



GEOMETRY

Major Road Width (m)	W	10.50
Central Reserve Width (m)	Wcr	0.00

PARAMETER — **Arm B**

Lane widths (m)	w(b-a)	4.50	Blockage of major road		
	w(b-c)	4.50	RT (c-b block c-a)?		Y
	w(c-b)	4.50	Combined stream on minor arm B?		Y
	Vr(b-a)	80	Calculated	D	1.072
Visibility Distances (m)	Vl(b-a)	200	Parameters	E	1.041
	Vr(b-c)	80		F	1.022
	Vr(c-b)	60		Y	0.638
Straight ahead movement using left lane?		Y			

Arm D

Lane widths (m)	w(d-c)	4.00	Blockage of major road		
	w(d-a)	4.00	RT (a-d block a-c)?		Y
	w(a-d)	4.00	Combined stream on minor arm D?		Y
Visibility	Vr(d-c)		Calculated	D	0.877
Distances (m)	Vl(d-c)	70	Parameters	E	0.968
	Vr(d-a)	50		F	0.968
	Vr(a-d)	50		Y	0.638
Straight ahead movement using left lane?		Y			

ANALYSIS

		AM Peak	PM Peak
TRAFFIC FLOWS (pcu/hr)	q(a-b)	120	185
	q(a-c)	265	300
	q(a-d)	75	80
	q(c-a)	630	665
	q(c-b)	110	45
	q(c-d)	35	115
	q(d-a)	320	300
	q(d-b)	0	0
	q(d-c)	0	0
	q(b-a)	230	230
	q(b-d)	0	0
	q(b-c)	60	75
Left turn proportion	F	0.21	0.25
CAPACITIES (pcu/hr)	Q(b-ad)	392	391
	Q(b-acd)	431	437
	Q(c-b)	644	619
	Q(c-a)	1493	1669
DFC's	c-b	0.17	0.07
	c-a	0.42	0.40
	b-acd	0.67	0.70
DFC		**0.67**	**0.70**

		AM Peak	PM Peak
TRAFFIC FLOWS (pcu/hr)	q(c-d)	35	115
	q(c-a)	630	665
	q(c-b)	110	45
	q(a-c)	265	300
	q(a-d)	75	80
	q(a-b)	120	185
	q(b-c)	60	75
	q(b-d)	0	0
	q(b-a)	230	230
	q(d-c)	0	0
	q(d-b)	0	0
	q(d-a)	320	300
Left turn proportion	F	1.00	1.00
CAPACITIES (pcu/hr)	Q(d-bc)	322	310
	Q(d-abc)	576	561
	Q(a-d)	536	531
	Q(a-c)	1548	1529
DFC's	a-d	0.14	0.15
	a-c	0.17	0.20
	d-acd	0.56	0.53
DFC		**0.56**	**0.53**

AM Peak	**DFC**	**0.67**
PM Peak	**DFC**	**0.70**

Where Vl and Vr are visibility distances to the left or right of the respective streams

D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))

E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))

F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))

Y = 1-0.0345W

F = proportion of minor traffic turning left

Q(b-ad) = Q(b-a)*Q(b-d)/[0.5*Q(b-a)+0.5*Q(b-d)] Capacity of combined streams

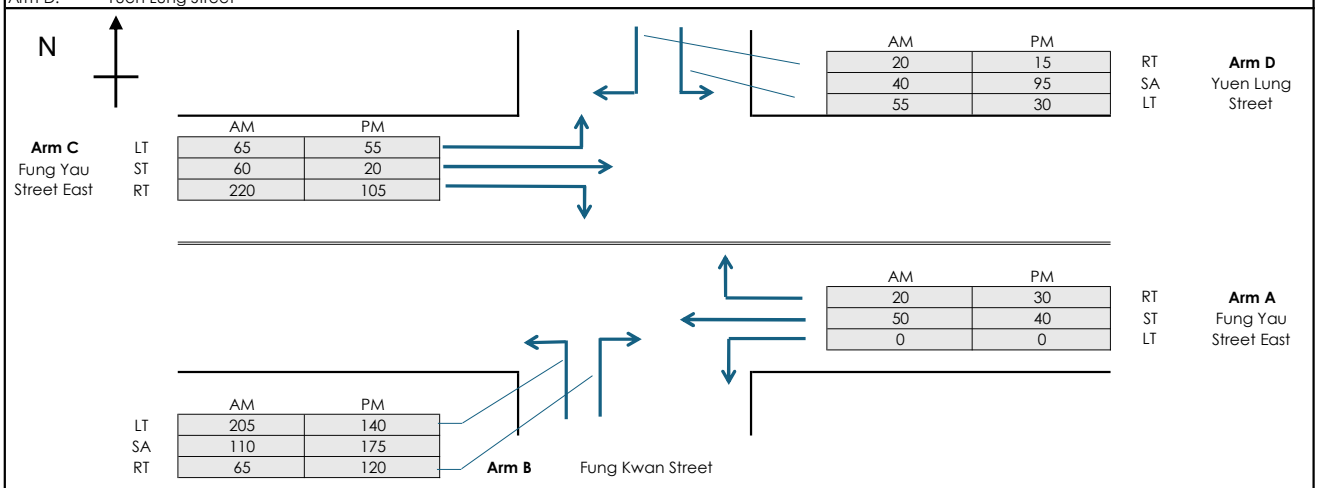
Q(b-acd) = Q(b-c)*Q(b-ad)/[(1-F)*Q(b-c)+F*Q(b-ad)] Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Vol.2 Chapter 4 Appendix 1

Priority Junction Capacity Calculation

AECOM

Job Title:			
Junction:	Junction J7 - Fung Yau Street / Fung Kwan Street / Yuen Lung Street	Designed by:	
Scenario:	Observed Flows	Checked by:	
Design Year: 2025	Job No.:	Date:	Sep 2025
Arm A:	Fung Yau Street East		
Arm B:	Fung Kwan Street		
Arm C:	Fung Yau Street East		
Arm D:	Yuen Lung Street		



GEOMETRY

Major Road Width (m)	W	11.00
Central Reserve Width (m)	Wcr	0.00

PARAMETER — **Arm B**

Lane widths (m)	w(b-a)	4.00	Blockage of major road		
	w(b-c)	4.00	RT (c-b block c-a)?		Y
	w(c-b)	4.00	Combined stream on minor arm B?		Y
	Vr(b-a)	50	Calculated	D	0.910
Visibility Distances (m)	Vl(b-a)	50	Parameters	E	0.968
	Vr(b-c)	50		F	0.968
	Vr(c-b)	50		Y	0.621
Straight ahead movement using left lane?		Y			

Arm D

Lane widths (m)	w(d-c)	4.00	Blockage of major road		
	w(d-a)	4.00	RT (a-d block a-c)?		Y
	w(a-d)	4.00	Combined stream on minor arm D?		Y
Visibility	Vr(d-c)	50	Calculated	D	0.910
Distances (m)	Vl(d-c)	50	Parameters	E	0.968
	Vr(d-a)	50		F	0.968
	Vr(a-d)	50		Y	0.621
Straight ahead movement using left lane?		Y			

ANALYSIS

		AM Peak	PM Peak
TRAFFIC FLOWS (pcu/hr)	q(a-b)	0	0
	q(a-c)	50	40
	q(a-d)	20	30
	q(c-a)	60	20
	q(c-b)	220	105
	q(c-d)	65	55
	q(d-a)	55	30
	q(d-b)	40	95
	q(d-c)	20	15
	q(b-a)	65	120
	q(b-d)	110	175
	q(b-c)	205	140
Left turn proportion	F	0.54	0.32
CAPACITIES (pcu/hr)	Q(b-ad)	469	505
	Q(b-acd)	574	557
	Q(c-b)	704	703
	Q(c-a)	1237	1531
DFC's	c-b	0.31	0.15
	c-a	0.05	0.01
	b-acd	0.66	0.78
DFC		**0.66**	**0.78**

		AM Peak	PM Peak
TRAFFIC FLOWS (pcu/hr)	q(c-d)	65	55
	q(c-a)	60	20
	q(c-b)	220	105
	q(a-c)	50	40
	q(a-d)	20	30
	q(a-b)	0	0
	q(b-c)	205	140
	q(b-d)	110	175
	q(b-a)	120	120
	q(d-c)	20	15
	q(d-b)	40	95
	q(d-a)	55	30
Left turn proportion	F	0.48	0.21
CAPACITIES (pcu/hr)	Q(d-bc)	453	485
	Q(d-abc)	546	520
	Q(a-d)	625	672
	Q(a-c)	1742	1720
DFC's	a-d	0.03	0.04
	a-c	0.03	0.02
	d-acd	0.21	0.27
DFC		**0.21**	**0.27**

AM Peak	**DFC**	**0.66**
PM Peak	**DFC**	**0.78**

Where Vl and Vr are visibility distances to the left or right of the respective streams

D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))

E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))

F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))

Y = 1-0.0345W

F = proportion of minor traffic turning left

Q(b-ad) = Q(b-a)*Q(b-d)/[0.5*Q(b-a)+0.5*Q(b-d)] Capacity of combined streams

Q(b-acd) = Q(b-c)*Q(b-ad)/[(1-F)*Q(b-c)+F*Q(b-ad)] Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Vol.2 Chapter 4 Appendix 1

2033 Reference Flows

JUNCTION CAPACITY CALCULATION

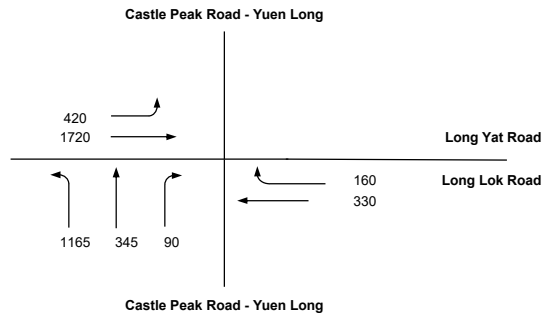
AECOM

Junction J1 - Castle Peak Road – Yuen Long / Long Yat Road	2033 AM Peak Reference Flows	DESIGN:	CHECK:	#VALUE!	DATE: Oct 20

J1

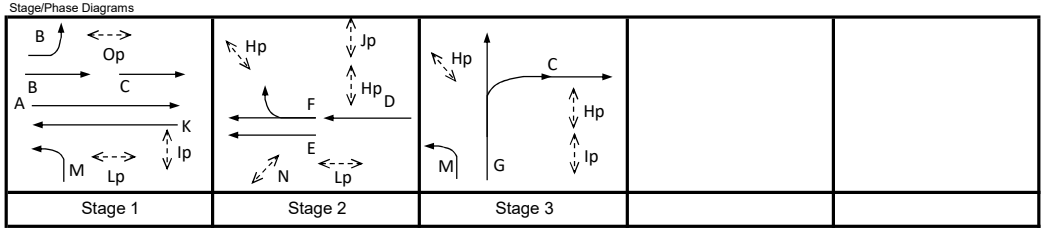
Traffic Flow Diagram

(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	120	sec
Sum(y)	Y =	0.694	
Lost time	L =	18	sec
Total Flow	=	18,585	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y) =	104	sec
Min. Cycle Time C_m	= L/(1-Y) =	59	sec
Y_{ult}	= 0.9-0.0075×L =	0.765	
R.C.$_{ult}$	= (Y_{ult}-Y)/Yx100% =	10.3	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y) =	79	sec
Y_{max}	= 1-L/C =	0.850	

Stage/Phase Diagrams



I/G = 9 I/G = 6 I/G = 6

Critical Case : B,E,G

R.C.(C) = (0.9xY_{max}-Y)/Yx100% = 10%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	B	1	3.500	1	15			1		0		1965	420			420	100%		1786	0.235	
	B	1	3.600	2				0		0		4230		1720		1720			4230	0.407	0.407
	E	2	3.700	1				1		0		1985		241		241			1985	0.122	0.122
	F	2	3.700	1		25	0	0		0		2125		89	160	249		64%	2046	0.122	
	M	1,3	3.700	2	20			1		0		4110	1165			1165	100%		3823	0.305	
	G	3	3.300	1				0		0		2085		345		345			2085	0.165	0.165
	G	3	3.300	1		25	0	0		0		2085			90	90		100%	1967	0.046	

Pedestrian Crossing				GM		FGM			
	Hp	2,3	min.	10	+	8	=	18	sec
	Ip	1,3	min.	5	+	6	=	11	sec
	Jp	2	min.	5	+	6	=	11	sec
	Lp	1,2	min.	5	+	6	=	11	sec
	Np	2	min.	5	+	7	=	12	sec
	Op	1	min.	5	+	6	=	11	sec
	A	1	min.	5	+	4	=	9	sec
	K	1	min.	5	+	4	=	9	sec

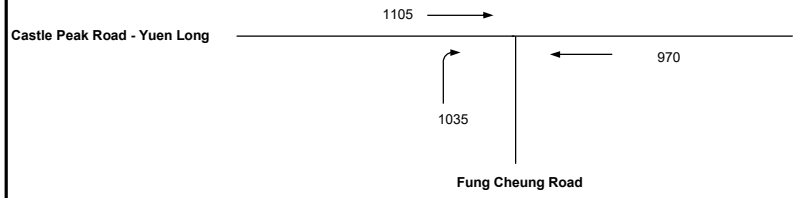
JUNCTION CAPACITY CALCULATION

AECOM

Junction J2 - Castle Peak Road – Yuen Long / Fung Cheung Road	2033 AM Peak Reference Flows	DESIGN:	CHECK:	#VALUE!	DATE: Oct 20

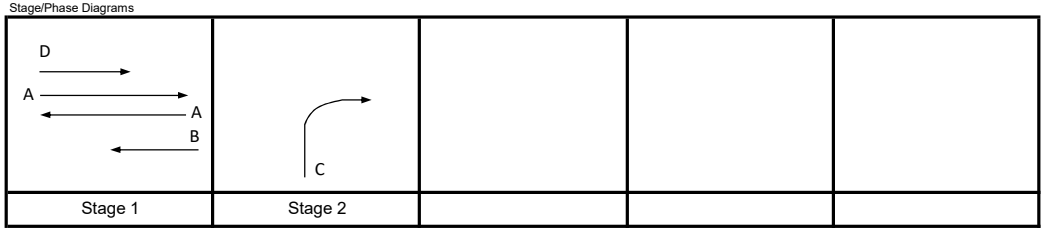
J2

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	67	sec
Sum(y)	Y =	0.541	
Lost time	L =	18	sec
Total Flow	=	12,190	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y) =	70	sec
Min. Cycle Time C_m	= L/(1-Y) =	39	sec
Y_{ult}	= 0.9-0.0075×L =	0.765	
R.C.$_{ult}$	= (Y_{ult}-Y)/Yx100% =	41.4	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y) =	45	sec
Y_{max}	= 1-L/C =	0.731	

Stage/Phase Diagrams



I/G = 12 I/G = 8

5

Critical Case : D,C

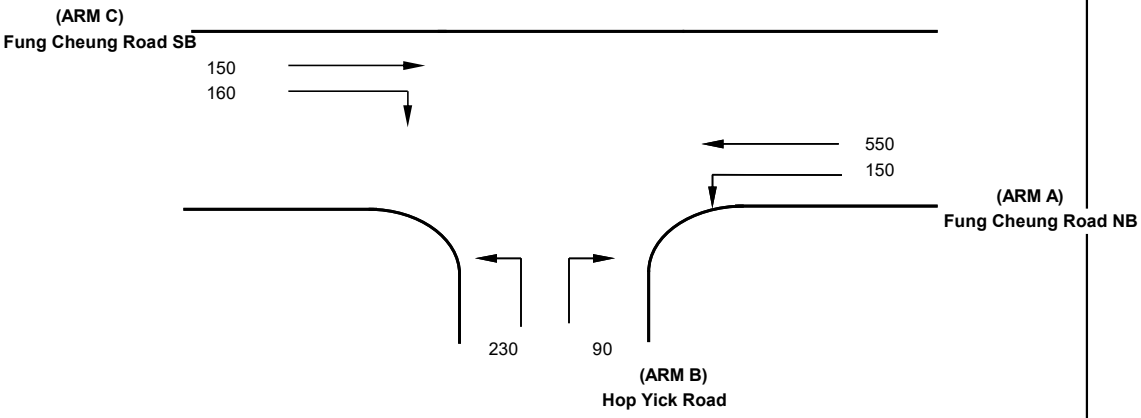
R.C.(C) = (0.9xY_{max}-Y)/Yx100% = 22%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
→	D	1	3.500	2				1		0		4070		1105		1105			4070	0.271	0.271
←	B	1	3.400	2				1		0		4050		970		970			4050	0.240	
↱	C	2	3.500	2		25	0	1		0		4070			1035	1035		100%	3840	0.270	0.270
Pedestrian Crossing				GM		FGM															
	A	1	min.	6	+	6	=	12	sec												

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J4 - Fung Cheung Road / Hop Yick Road	2033 AM Peak Reference Flows	Designed By :	Checked By :	Job No. :	Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J4

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9	(metres)
W cr	=		(metres)
q a-b	=	150	(pcu/hr)
q a-c	=	550	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	100	(metres)
q c-a	=	150	(pcu/hr)
q c-b	=	160	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5	(metres)
W b-c	=	2.5	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	90	(pcu/hr)
q b-c	=	230	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.849570
E	=	0.875846
F	=	0.838923
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	334
Q b-c	=	519
Q c-b	=	478
Q b-ac	=	449

CRITICAL DFC = 0.71

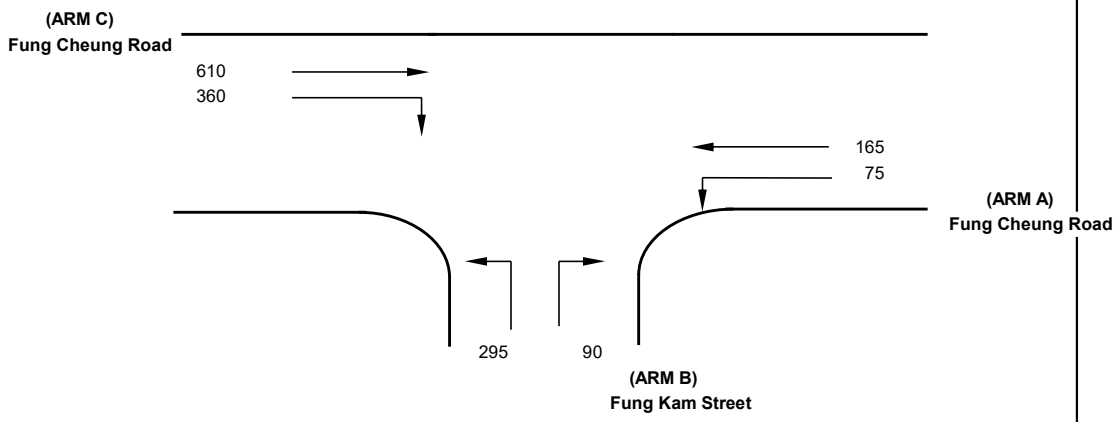
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.27
DFC b-c	=	0.44
DFC c-b	=	0.34
DFC b-ac	=	0.71

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J5 - Fung Cheung Road / Fung Kam Street	2033 AM Peak Reference Flows	Designed By :	Checked By :	Job No. :	Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J5

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9	(metres)
W cr	=		(metres)
q a-b	=	75	(pcu/hr)
q a-c	=	165	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	100	(metres)
q c-a	=	610	(pcu/hr)
q c-b	=	360	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5	(metres)
W b-c	=	2.5	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	90	(pcu/hr)
q b-c	=	295	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.828550
E	=	0.875846
F	=	0.838923
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	292
Q b-c	=	610
Q c-b	=	574
Q b-ac	=	486

CRITICAL DFC = 0.79

COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.31
DFC b-c	=	0.48
DFC c-b	=	0.63
DFC b-ac	=	0.79

JUNCTION CAPACITY CALCULATION

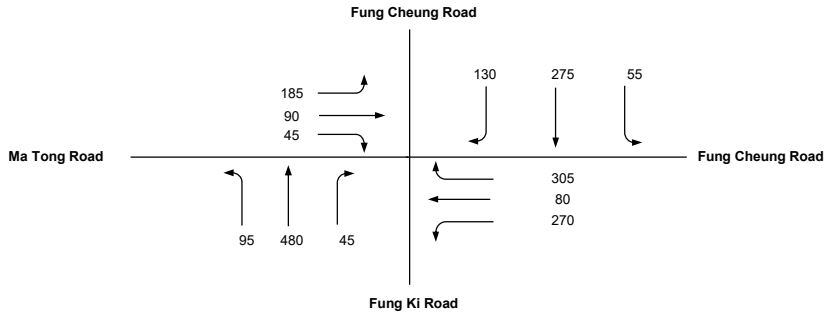
AECOM

Junction J6 - Fung Cheung Road / Ma Tong Road	2033 AM Peak Reference Flows	DESIGN:	CHECK:	#VALUE!	DATE: Oct 20

J6

Traffic Flow Diagram

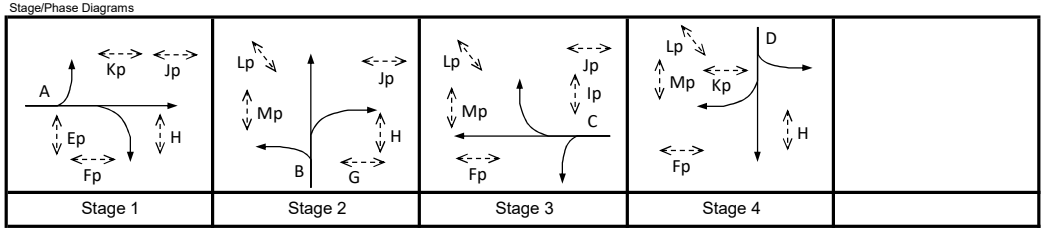
(pcu/hr)



No. of stages per cycle	N =	4	
Cycle time	C =	128	sec
Sum(y)	Y =	0.511	
Lost time	L =	36	sec
Total Flow	=	20,780	pcu

Optimum Cycle C_o	= (1.5×L+5)/(1-Y)	=	121	sec
Min. Cycle Time C_m	= L/(1-Y)	=	74	sec
Y_{ult}	= 0.9-0.0075×L	=	0.630	
R.C.$_{ult}$	= (Y_{ult}-Y)/Yx100%	=	23.3	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y)	=	83	sec
Y_{max}	= 1-L/C	=	0.719	

Stage/Phase Diagrams



I/G = 10 I/G = 12 I/G = 9 I/G = 9

Critical Case : A,B,C,D

R.C.(C) = (0.9xY_{max}-Y)/Yx100% = 27%

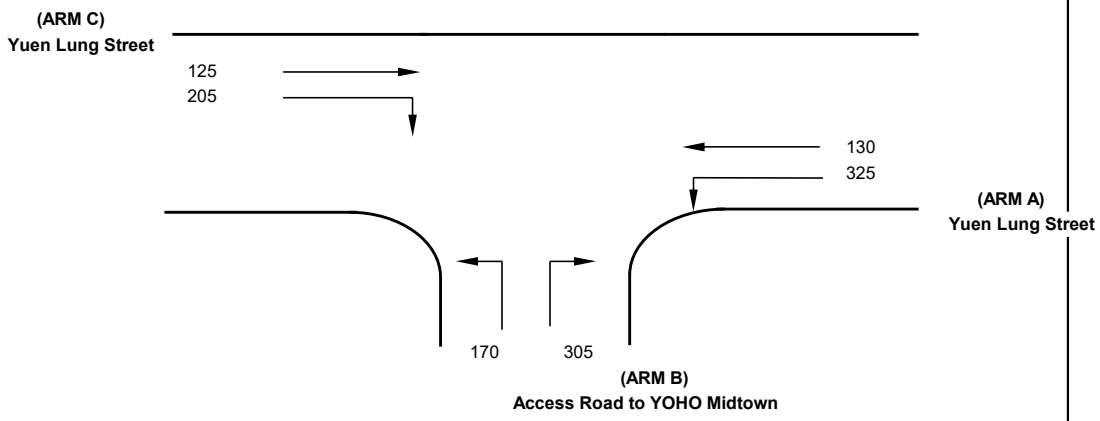
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	5.500	1	50			1		0		2165	185			185	100%		2102	0.088	0.088
	A	1	3.500	1				0		0		2105		90		90			2105	0.043	
	A	1	3.500	1		25	0	0		0		2105			45	45		100%	1986	0.023	
	B	2	3.650	1	15			1		0		1980	95	202		297	32%		1919	0.155	0.155
	B	2	3.650	1		15	0	0		0		2120		278	45	323		14%	2091	0.155	
	C	3	3.500	1	15			1		0		1965	165			165	100%		1786	0.092	
	C	3	3.500	1	18			0		0		2105	105	80		185	57%		2010	0.092	
	C	3	3.500	1		25	0	0		0		2105			305	305		100%	1986	0.154	0.154
	D	4	3.800	1	15			1		0		1995	55	168		223	25%		1947	0.115	
	D	4	3.800	1		25	0	0		0		2135		107	130	237		55%	2067	0.115	0.115

Pedestrian Crossing			GM		FGM			
Hp	1,2,4	min.	10	+	10	=	20	sec
Ip	3	min.	7	+	7	=	14	sec
Jp	1,2,3	min.	8	+	8	=	16	sec
Kp	1,4	min.	6	+	6	=	12	sec
Lp	2,3,4	min.	6	+	6	=	12	sec
Mp	2,3,4	min.	6	+	6	=	12	sec

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J8 - Fung Kwan Street / Access Road to YOHO Midtown	2033 AM Peak Reference Flows	Designed By :	Checked By :	Job No. :	Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J8

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	13.5	(metres)
W cr	=	0	(metres)
q a-b	=	325	(pcu/hr)
q a-c	=	130	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	100	(metres)
q c-a	=	125	(pcu/hr)
q c-b	=	205	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	80	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	305	(pcu/hr)
q b-c	=	170	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.971707
E	=	1.014308
F	=	0.968154
Y	=	0.534250

THE CAPACITY OF MOVEMENT :

Q b-a	=	490
Q b-c	=	705
Q c-b	=	636
Q b-ac	=	550

CRITICAL DFC = 0.86

COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.62
DFC b-c	=	0.24
DFC c-b	=	0.32
DFC b-ac	=	0.86

JUNCTION CAPACITY CALCULATION

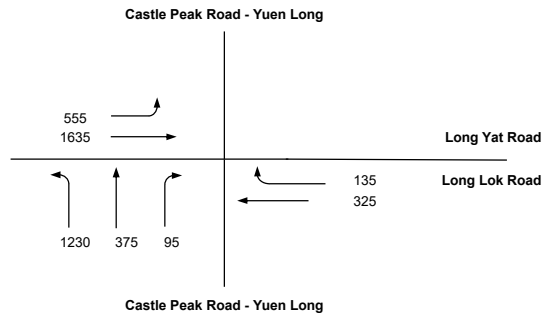
AECOM

Junction J1 - Castle Peak Road – Yuen Long / Long Yat Road	2033 PM Peak Reference Flows	DESIGN:	CHECK:	#VALUE!	DATE: Oct 20

J1

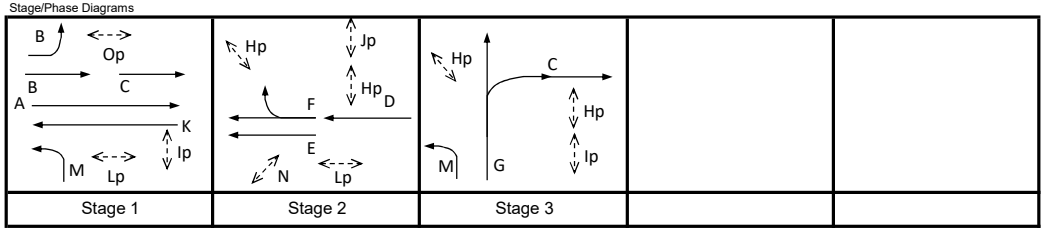
Traffic Flow Diagram

(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	120	sec
Sum(y)	Y =	0.680	
Lost time	L =	18	sec
Total Flow	=	18,585	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y) =	100	sec
Min. Cycle Time C_m	= L/(1-Y) =	56	sec
Y_{ult}	= 0.9-0.0075×L =	0.765	
R.C.$_{ult}$	= (Y_{ult}-Y)/Yx100% =	12.5	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y) =	74	sec
Y_{max}	= 1-L/C =	0.850	

Stage/Phase Diagrams



I/G = 9 I/G = 6 I/G = 6

Critical Case : B,E,G

R.C.(C) = (0.9xY_{max}-Y)/Yx100% = 12%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	B	1	3.500	1	15			1		0		1965	555			555	100%		1786	0.311	
	B	1	3.600	2				0		0		4230		1635		1635			4230	0.387	0.387
	E	2	3.700	1				1		0		1985		226		226			1985	0.114	0.114
	F	2	3.700	1		25	0	0		0		2125		99	135	234		58%	2054	0.114	
	M	1,3	3.700	2	20			1		0		4110	1230			1230	100%		3823	0.322	
	G	3	3.300	1				0		0		2085		375		375			2085	0.180	0.180
	G	3	3.300	1		25	0	0		0		2085			95	95		100%	1967	0.048	

Pedestrian Crossing				GM		FGM			
Hp	2,3	min.	10	+	8	=	18	sec
Ip	1,3	min.	5	+	6	=	11	sec
Jp	2	min.	5	+	6	=	11	sec
Lp	1,2	min.	5	+	6	=	11	sec
Np	2	min.	5	+	7	=	12	sec
Op	1	min.	5	+	6	=	11	sec
A	1	min.	5	+	4	=	9	sec
K	1	min.	5	+	4	=	9	sec

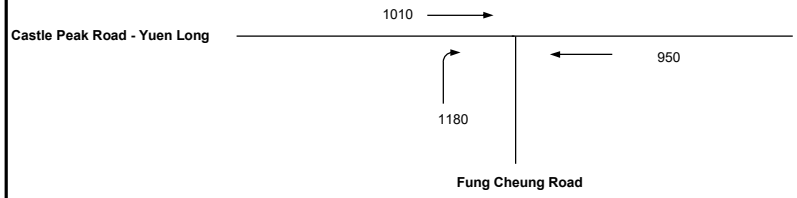
JUNCTION CAPACITY CALCULATION

AECOM

Junction J2 - Castle Peak Road – Yuen Long / Fung Cheung Road	2033 PM Peak Reference Flows	DESIGN:	CHECK:	#VALUE!	DATE: Oct 20

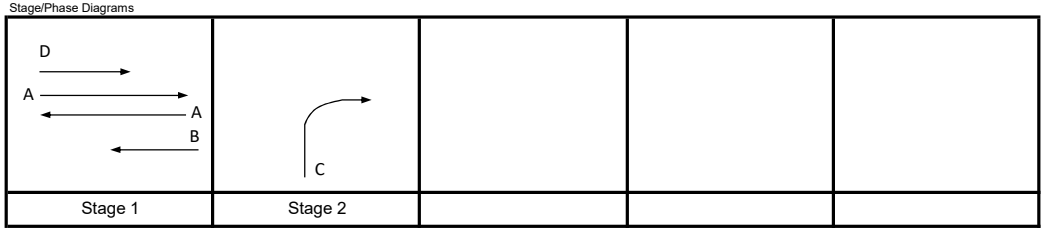
J2

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	67	sec
Sum(y)	Y =	0.555	
Lost time	L =	18	sec
Total Flow	=	12,190	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y) =	72	sec
Min. Cycle Time C_m	= L/(1-Y) =	40	sec
Y_{ult}	= 0.9-0.0075×L =	0.765	
R.C.$_{ult}$	= (Y_{ult}-Y)/Yx100% =	37.7	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y) =	47	sec
Y_{max}	= 1-L/C =	0.731	

Stage/Phase Diagrams



I/G = 12 I/G = 8

5

Critical Case : D,C

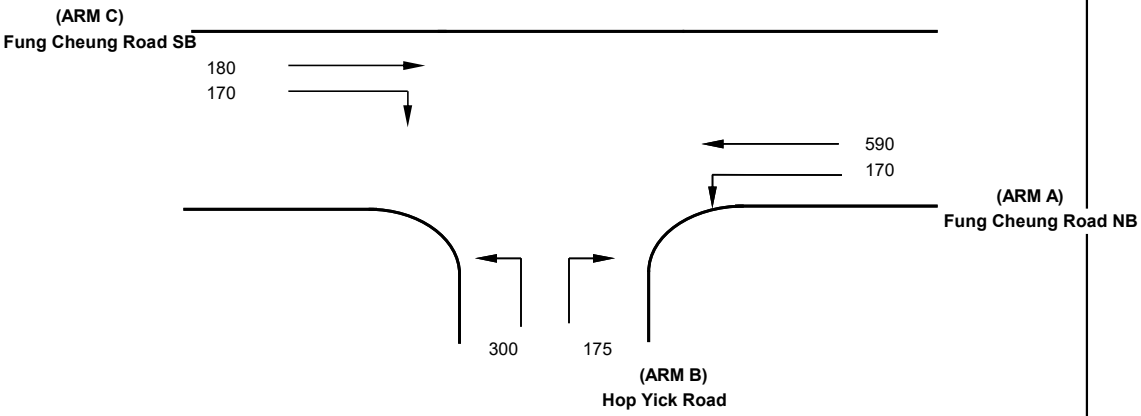
R.C.(C) = (0.9xY_{max}-Y)/Yx100% = 18%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
→	D	1	3.500	2				1		0		4070		1010		1010			4070	0.248	0.248
←	B	1	3.400	2				1		0		4050		950		950			4050	0.235	
↱	C	2	3.500	2		25	0	1		0		4070			1180	1180		100%	3840	0.307	0.307
Pedestrian Crossing				GM		FGM															
	A	1	min.	6	+	6	=	12	sec												

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J4 - Fung Cheung Road / Hop Yick Road	2033 PM Peak Reference Flows	Designed By :	Checked By :	Job No. :	Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J4

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9	(metres)
W cr	=		(metres)
q a-b	=	170	(pcu/hr)
q a-c	=	590	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.07	(metres)
Vr c-b	=	100	(metres)
q c-a	=	180	(pcu/hr)
q c-b	=	170	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	175	(pcu/hr)
q b-c	=	300	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.983879
E	=	1.014308
F	=	1.020769
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	367
Q b-c	=	588
Q c-b	=	566
Q b-ac	=	481

CRITICAL DFC = 0.99

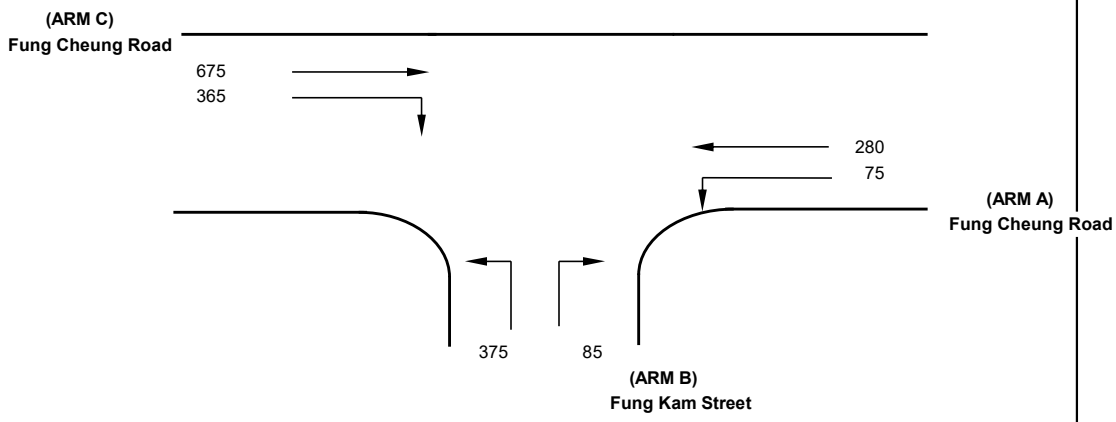
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.48
DFC b-c	=	0.51
DFC c-b	=	0.30
DFC b-ac	=	0.99

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J5 - Fung Cheung Road / Fung Kam Street	2033 PM Peak Reference Flows	Designed By :	Checked By :	Job No. :	Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J5

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9	(metres)
W cr	=		(metres)
q a-b	=	75	(pcu/hr)
q a-c	=	280	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	100	(metres)
q c-a	=	675	(pcu/hr)
q c-b	=	365	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5	(metres)
W b-c	=	2.5	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	85	(pcu/hr)
q b-c	=	375	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.828550
E	=	0.875846
F	=	0.838923
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	258
Q b-c	=	584
Q c-b	=	550
Q b-ac	=	474

CRITICAL DFC = 0.97

COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.33
DFC b-c	=	0.64
DFC c-b	=	0.66
DFC b-ac	=	0.97

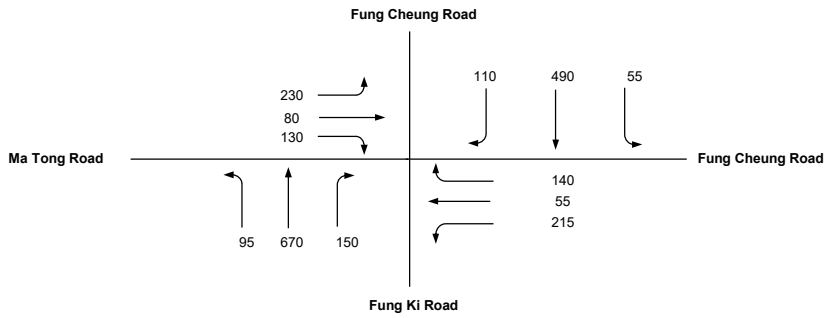
JUNCTION CAPACITY CALCULATION

AECOM

Junction J6 - Fung Cheung Road / Ma Tong Road	2033 PM Peak Reference Flows	DESIGN:	CHECK:	#VALUE!	DATE: Oct 20

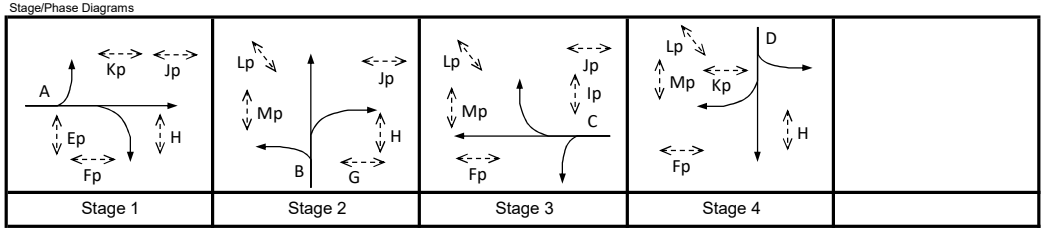
J6

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	4	
Cycle time	C =	128	sec
Sum(y)	Y =	0.571	
Lost time	L =	36	sec
Total Flow	=	20,780	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y) =	138	sec
Min. Cycle Time C_m	= L/(1-Y) =	84	sec
Y_{ult}	= 0.9-0.0075×L =	0.630	
R.C.$_{ult}$	= (Y_{ult}-Y)/Yx100% =	10.3	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y) =	99	sec
Y_{max}	= 1-L/C =	0.719	

Stage/Phase Diagrams



I/G = 10 I/G = 12 I/G = 9 I/G = 9

Critical Case : A,B,C,D

R.C.(C) = (0.9xY_{max}-Y)/Yx100% = 13%

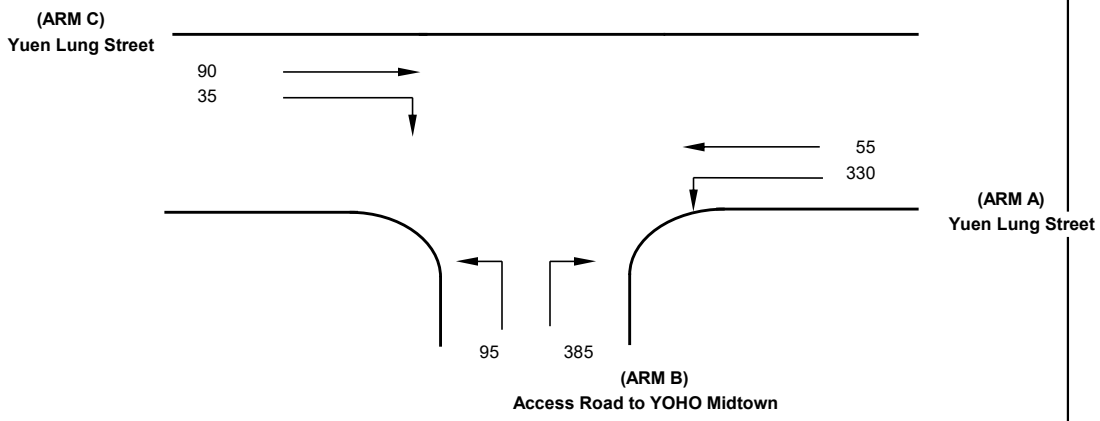
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	5.500	1	50			1		0		2165	230			230	100%		2102	0.109	0.109
	A	1	3.500	1				0		0		2105		80		80			2105	0.038	
	A	1	3.500	1		25	0	0		0		2105			130	130		100%	1986	0.065	
	B	2	3.650	1	15			1		0		1980	95	349		444	21%		1939	0.229	0.229
	B	2	3.650	1		15	0	0		0		2120		321	150	471		32%	2055	0.229	
	C	3	3.500	1	15			1		0		1965	127			127	100%		1786	0.071	0.071
	C	3	3.500	1	18			0		0		2105	88	55		143	61%		2002	0.071	
	C	3	3.500	1		25	0	0		0		2105			140	140		100%	1986	0.070	
	D	4	3.800	1	15			1		0		1995	55	262		317	17%		1961	0.162	0.162
	D	4	3.800	1		25	0	0		0		2135		228	110	338		33%	2094	0.162	

Pedestrian Crossing			GM		FGM			
Hp	1,2,4	min.	10	+	10	=	20	sec
Ip	3	min.	7	+	7	=	14	sec
Jp	1,2,3	min.	8	+	8	=	16	sec
Kp	1,4	min.	6	+	6	=	12	sec
Lp	2,3,4	min.	6	+	6	=	12	sec
Mp	2,3,4	min.	6	+	6	=	12	sec

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J8 - Yuen Lung Street / Access Road to YOHO Midtown	2033 PM Peak Reference Flows	Designed By :	Checked By :	Job No. :	Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J8

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	13.5	(metres)
W cr	=	0	(metres)
q a-b	=	330	(pcu/hr)
q a-c	=	55	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	100	(metres)
q c-a	=	90	(pcu/hr)
q c-b	=	35	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	80	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	385	(pcu/hr)
q b-c	=	95	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.971707
E	=	1.014308
F	=	0.968154
Y	=	0.534250

THE CAPACITY OF MOVEMENT :

Q b-a	=	554
Q b-c	=	719
Q c-b	=	649
Q b-ac	=	580

CRITICAL DFC = 0.83

COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.69
DFC b-c	=	0.13
DFC c-b	=	0.05
DFC b-ac	=	0.83

2033 Design Flows

JUNCTION CAPACITY CALCULATION

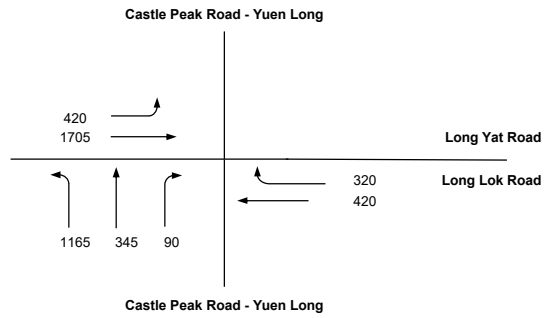
AECOM

Junction J1 - Castle Peak Road – Yuen Long / Long Yat Road	2033 AM Peak Design Flows	DESIGN:	CHECK:	#VALUE!	DATE: Oct 20

J1

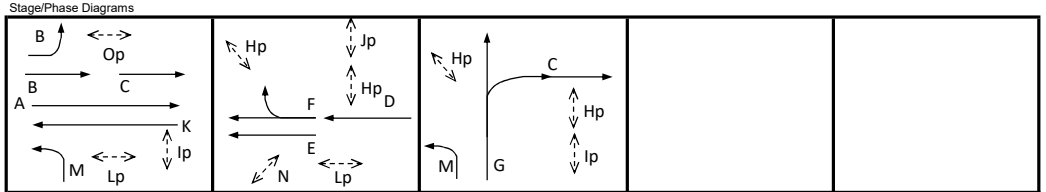
Traffic Flow Diagram

(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	120	sec
Sum(y)	Y =	0.688	
Lost time	L =	18	sec
Total Flow	=	18,585	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y) =	102	sec
Min. Cycle Time C_m	= L/(1-Y) =	58	sec
Y_{ult}	= 0.9-0.0075×L =	0.765	
$R.C._{ult}$	= $(Y_{ult}-Y)/Y$x100% =	11.2	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y) =	76	sec
Y_{max}	= 1-L/C =	0.850	

Stage/Phase Diagrams



Stage 1	Stage 2	Stage 3		
I/G = 9	I/G = 6	I/G = 6		

Critical Case : B,E,G

R.C.(C) = $(0.9xY_{max}-Y)/Y$x100% = 11%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	B	1	3.500	1	15			1		0		1965	420			420	100%		1786	0.235	
	B	1	3.600	2				0		0		4230		1705		1705			4230	0.403	0.403
	E	2	3.700	1				1		0		1985		236		236			1985	0.119	0.119
	F	2	3.700	1		25	0	0		0		2125		84	160	244		66%	2044	0.119	
	M	1,3	3.700	2	20			1		0		4110	1165			1165	100%		3823	0.305	
	G	3	3.300	1				0		0		2085		345		345			2085	0.165	0.165
	G	3	3.300	1		25	0	0		0		2085			90	90		100%	1967	0.046	

Pedestrian Crossing				GM		FGM			
Hp	2,3	min.	10	+	8	=	18	sec
Ip	1,3	min.	5	+	6	=	11	sec
Jp	2	min.	5	+	6	=	11	sec
Lp	1,2	min.	5	+	6	=	11	sec
Np	2	min.	5	+	7	=	12	sec
Op	1	min.	5	+	6	=	11	sec
A	1	min.	5	+	4	=	9	sec
K	1	min.	5	+	4	=	9	sec

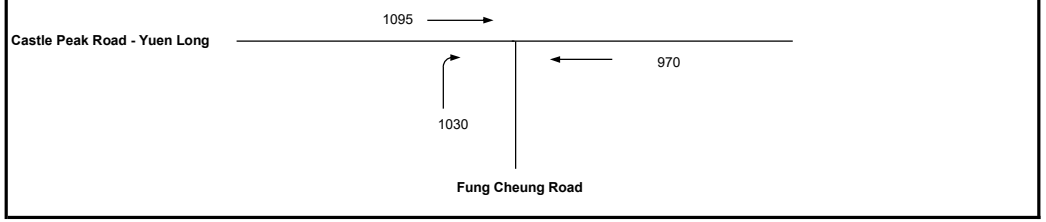
JUNCTION CAPACITY CALCULATION

AECOM

Junction J2 - Castle Peak Road – Yuen Long / Fung Cheung Road	2033 AM Peak Design Flows	DESIGN:	CHECK:	#VALUE!	DATE: Oct 20

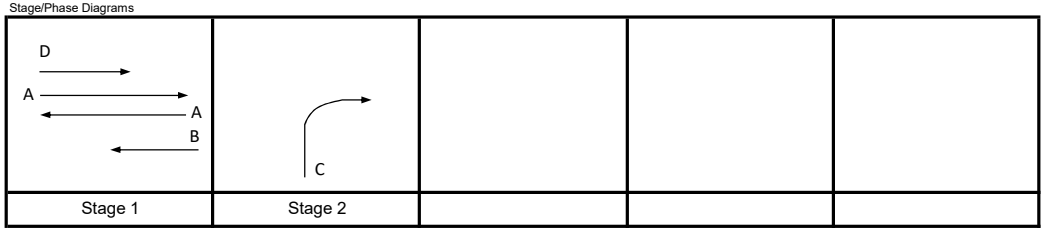
J2

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	67	sec
Sum(y)	Y =	0.537	
Lost time	L =	18	sec
Total Flow	=	12,190	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y) =	69	sec
Min. Cycle Time C_m	= L/(1-Y) =	39	sec
Y_{ult}	= 0.9-0.0075×L =	0.765	
R.C.$_{ult}$	= (Y_{ult}-Y)/Yx100% =	42.4	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y) =	45	sec
Y_{max}	= 1-L/C =	0.731	

Stage/Phase Diagrams



I/G = 12 I/G = 8

5

Critical Case : D,C

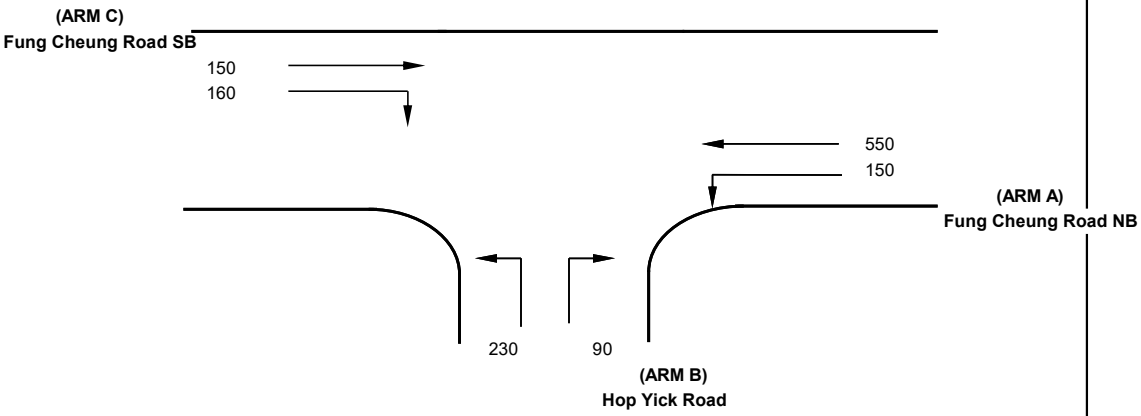
R.C.(C) = (0.9xY_{max}-Y)/Yx100% = 23%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
→	D	1	3.500	2				1		0		4070		1095		1095			4070	0.269	0.269
←	B	1	3.400	2				1		0		4050		970		970			4050	0.240	
↱	C	2	3.500	2		25	0	1		0		4070			1030	1030		100%	3840	0.268	0.268
Pedestrian Crossing				GM		FGM															
	A	1	min.	6	+	6	=	12	sec												

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J4 - Fung Cheung Road / Hop Yick Road	2033 AM Peak Design Flows	Designed By :	Checked By :	Job No. :	Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J4

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9	(metres)
W cr	=		(metres)
q a-b	=	150	(pcu/hr)
q a-c	=	550	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	100	(metres)
q c-a	=	150	(pcu/hr)
q c-b	=	160	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5	(metres)
W b-c	=	2.5	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	90	(pcu/hr)
q b-c	=	230	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.849570
E	=	0.875846
F	=	0.838923
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	334
Q b-c	=	519
Q c-b	=	478
Q b-ac	=	449

CRITICAL DFC = 0.71

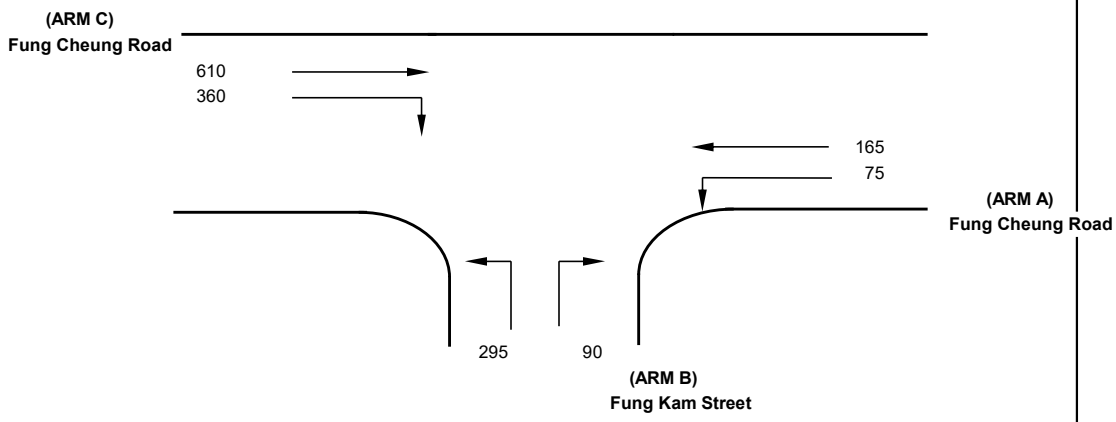
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.27
DFC b-c	=	0.44
DFC c-b	=	0.34
DFC b-ac	=	0.71

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J5 - Fung Cheung Road / Fung Kam Street	2033 AM Design Flows	Designed By :	Checked By :	Job No. :	Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J5

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9	(metres)
W cr	=		(metres)
q a-b	=	75	(pcu/hr)
q a-c	=	165	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	100	(metres)
q c-a	=	610	(pcu/hr)
q c-b	=	360	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5	(metres)
W b-c	=	2.5	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	90	(pcu/hr)
q b-c	=	295	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.828550
E	=	0.875846
F	=	0.838923
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	292
Q b-c	=	610
Q c-b	=	574
Q b-ac	=	486

CRITICAL DFC = 0.79

COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.31
DFC b-c	=	0.48
DFC c-b	=	0.63
DFC b-ac	=	0.79

JUNCTION CAPACITY CALCULATION

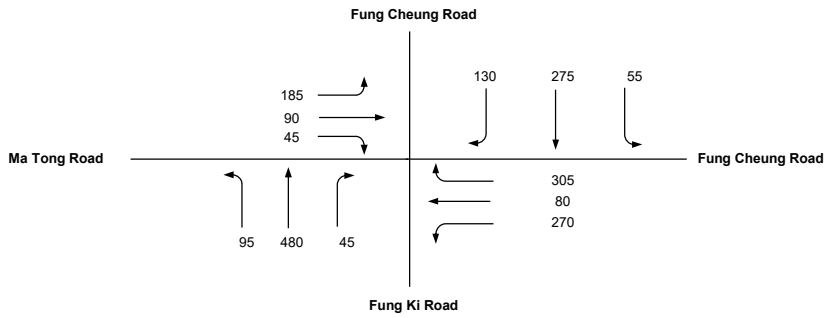
AECOM

Junction J6 - Fung Cheung Road / Ma Tong Road	2033 AM Peak Design Flows	DESIGN:	CHECK:	#VALUE!	DATE: Oct 20

J6

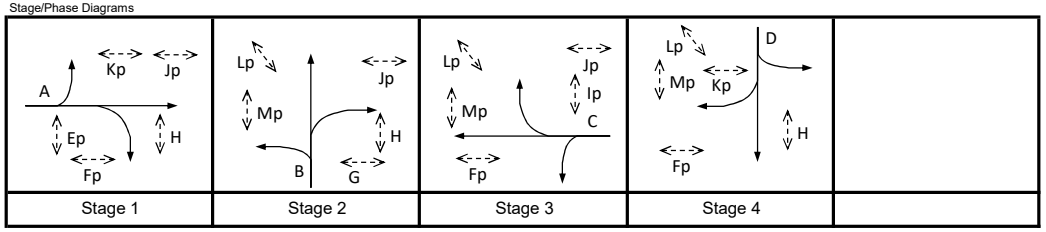
Traffic Flow Diagram

(pcu/hr)



No. of stages per cycle	N =	4	
Cycle time	C =	128	sec
Sum(y)	Y =	0.511	
Lost time	L =	36	sec
Total Flow	=	20,780	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y) =	121	sec
Min. Cycle Time C_m	= L/(1-Y) =	74	sec
Y_{ult}	= 0.9-0.0075×L =	0.630	
R.C.$_{ult}$	= (Y_{ult}-Y)/Yx100% =	23.3	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y) =	83	sec
Y_{max}	= 1-L/C =	0.719	

Stage/Phase Diagrams



Stage 1	Stage 2	Stage 3	Stage 4
I/G = 10	I/G = 12	I/G = 9	I/G = 9

Critical Case : A,B,C,D

R.C.(C) = (0.9xY_{max}-Y)/Yx100% = 27%

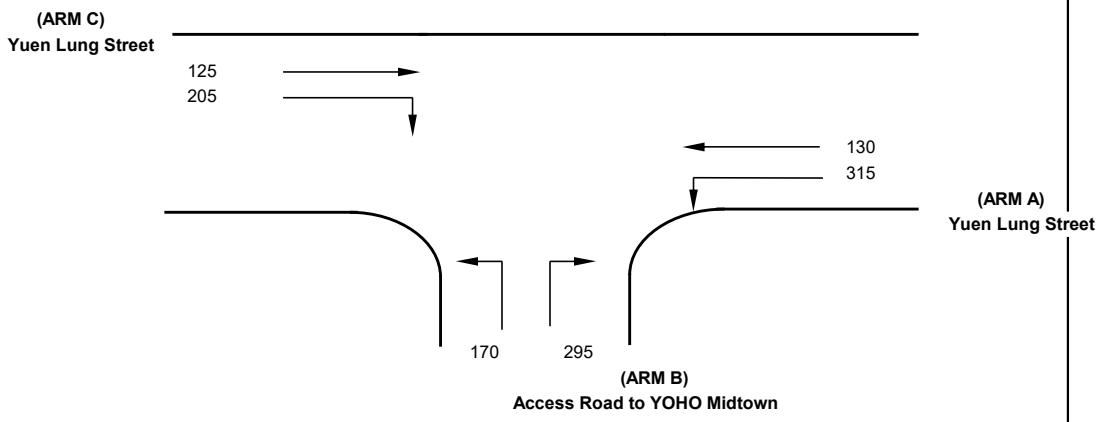
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	5.500	1	50			1		0		2165	185			185	100%		2102	0.088	0.088
	A	1	3.500	1				0		0		2105		90		90			2105	0.043	
	A	1	3.500	1		25	0	0		0		2105			45	45		100%	1986	0.023	
	B	2	3.650	1	15			1		0		1980	95	202		297	32%		1919	0.155	0.155
	B	2	3.650	1		15	0	0		0		2120		278	45	323		14%	2091	0.155	
	C	3	3.500	1	15			1		0		1965	165			165	100%		1786	0.092	
	C	3	3.500	1	18			0		0		2105	105	80		185	57%		2010	0.092	
	C	3	3.500	1		25	0	0		0		2105			305	305		100%	1986	0.154	0.154
	D	4	3.800	1	15			1		0		1995	55	168		223	25%		1947	0.115	
	D	4	3.800	1		25	0	0		0		2135		107	130	237		55%	2067	0.115	0.115

Pedestrian Crossing			GM		FGM				
Hp	1,2,4	min.	10	+	10	=	20	sec	
Ip	3	min.	7	+	7	=	14	sec	
Jp	1,2,3	min.	8	+	8	=	16	sec	
Kp	1,4	min.	6	+	6	=	12	sec	
Lp	2,3,4	min.	6	+	6	=	12	sec	
Mp	2,3,4	min.	6	+	6	=	12	sec	

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J8 - Fung Kwan Street / Access Road to YOHO Midtown	2033 AM Peak Design Flows	Designed By :	Checked By :	Job No. :	Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J8

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	13.5	(metres)
W cr	=	0	(metres)
q a-b	=	315	(pcu/hr)
q a-c	=	130	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	100	(metres)
q c-a	=	125	(pcu/hr)
q c-b	=	205	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	80	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	295	(pcu/hr)
q b-c	=	170	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.971707
E	=	1.014308
F	=	0.968154
Y	=	0.534250

THE CAPACITY OF MOVEMENT :

Q b-a	=	491
Q b-c	=	705
Q c-b	=	637
Q b-ac	=	552

CRITICAL DFC = 0.84

COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.60
DFC b-c	=	0.24
DFC c-b	=	0.32
DFC b-ac	=	0.84

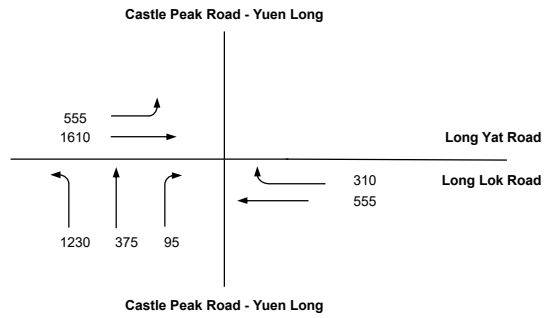
JUNCTION CAPACITY CALCULATION

AECOM

Junction J1 - Castle Peak Road – Yuen Long / Long Yat Road	2033 PM Peak Design Flows	DESIGN:	CHECK:	#VALUE!	DATE: Oct 20

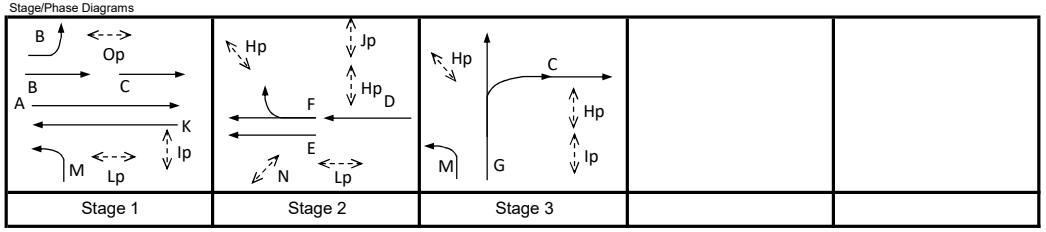
J1

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	120	sec
Sum(y)	Y =	0.671	
Lost time	L =	18	sec
Total Flow	=	18,585	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y) =	97	sec
Min. Cycle Time C_m	= L/(1-Y) =	55	sec
Y_{ult}	= 0.9-0.0075×L =	0.765	
$R.C._{ult}$	= $(Y_{ult}$-Y)/Yx100% =	14.1	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y) =	71	sec
Y_{max}	= 1-L/C =	0.850	

Stage/Phase Diagrams



I/G = 9 I/G = 6 I/G = 6

Critical Case : B,E,G

R.C.(C) = (0.9xY_{max}-Y)/Yx100% = 14%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	B	1	3.500	1	15			1		0		1965	555			555	100%		1786	0.311	
	B	1	3.600	2				0		0		4230		1610		1610			4230	0.381	0.381
	E	2	3.700	1				1		0		1985		219		219			1985	0.110	0.110
	F	2	3.700	1		25	0	0		0		2125		91	135	226		60%	2052	0.110	
	M	1,3	3.700	2	20			1		0		4110	1230			1230	100%		3823	0.322	
	G	3	3.300	1				0		0		2085		375		375			2085	0.180	0.180
	G	3	3.300	1		25	0	0		0		2085			95	95		100%	1967	0.048	

Pedestrian Crossing				GM		FGM			
	Hp	2,3	min.	10	+	8	=	18	sec
	Ip	1,3	min.	5	+	6	=	11	sec
	Jp	2	min.	5	+	6	=	11	sec
	Lp	1,2	min.	5	+	6	=	11	sec
	Np	2	min.	5	+	7	=	12	sec
	Op	1	min.	5	+	6	=	11	sec
	A	1	min.	5	+	4	=	9	sec
	K	1	min.	5	+	4	=	9	sec

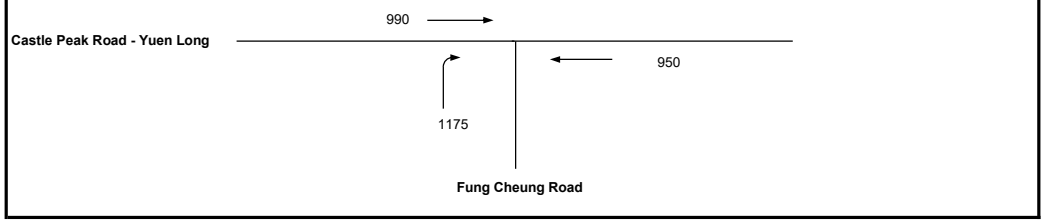
JUNCTION CAPACITY CALCULATION

AECOM

Junction J2 - Castle Peak Road – Yuen Long / Fung Cheung Road	2033 PM Peak Design Flows	DESIGN:	CHECK:	#VALUE!	DATE: Oct 20

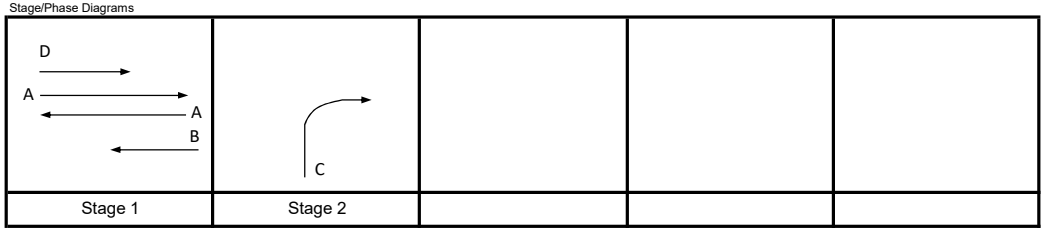
J2

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	67	sec
Sum(y)	Y =	0.549	
Lost time	L =	18	sec
Total Flow	=	12,190	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y) =	71	sec
Min. Cycle Time C_m	= L/(1-Y) =	40	sec
Y_{ult}	= 0.9-0.0075×L =	0.765	
R.C.$_{ult}$	= (Y_{ult}-Y)/Yx100% =	39.3	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y) =	46	sec
Y_{max}	= 1-L/C =	0.731	

Stage/Phase Diagrams



I/G = 12 I/G = 8

5

Critical Case : D,C

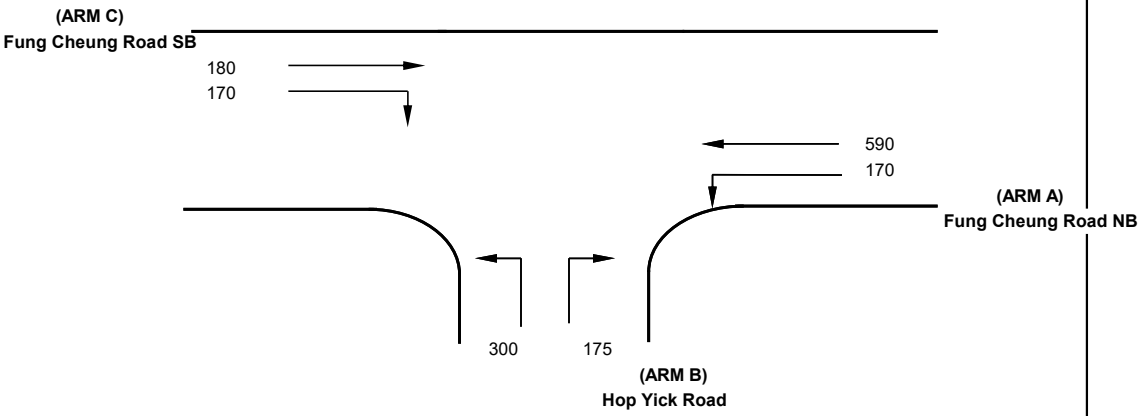
R.C.(C) = (0.9xY_{max}-Y)/Yx100% = 20%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
→	D	1	3.500	2				1		0		4070		990		990			4070	0.243	0.243
←	B	1	3.400	2				1		0		4050		950		950			4050	0.235	
↱	C	2	3.500	2		25	0	1		0		4070			1175	1175		100%	3840	0.306	0.306
Pedestrian Crossing				GM		FGM															
	A	1	min.	6	+	6	=	12	sec												

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J4 - Fung Cheung Road / Hop Yick Road	2033 PM Peak Design Flows	Designed By :	Checked By :	Job No. :	Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J4

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9	(metres)
W cr	=		(metres)
q a-b	=	170	(pcu/hr)
q a-c	=	590	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.07	(metres)
Vr c-b	=	100	(metres)
q c-a	=	180	(pcu/hr)
q c-b	=	170	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	175	(pcu/hr)
q b-c	=	300	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.983879
E	=	1.014308
F	=	1.020769
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	367
Q b-c	=	588
Q c-b	=	566
Q b-ac	=	481

CRITICAL DFC = 0.99

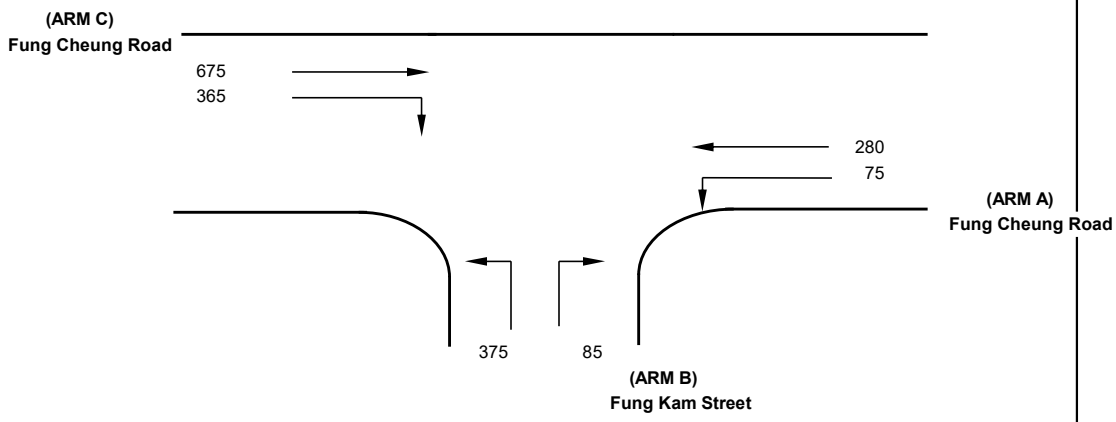
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.48
DFC b-c	=	0.51
DFC c-b	=	0.30
DFC b-ac	=	0.99

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J5 - Fung Cheung Road / Fung Kam Street	2033 PM Peak Design Flows	Designed By :	Checked By :	Job No. :	Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J5

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9	(metres)
W cr	=		(metres)
q a-b	=	75	(pcu/hr)
q a-c	=	280	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	100	(metres)
q c-a	=	675	(pcu/hr)
q c-b	=	365	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5	(metres)
W b-c	=	2.5	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	85	(pcu/hr)
q b-c	=	375	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.828550
E	=	0.875846
F	=	0.838923
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	258
Q b-c	=	584
Q c-b	=	550
Q b-ac	=	474

CRITICAL DFC = 0.97

COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.33
DFC b-c	=	0.64
DFC c-b	=	0.66
DFC b-ac	=	0.97

JUNCTION CAPACITY CALCULATION

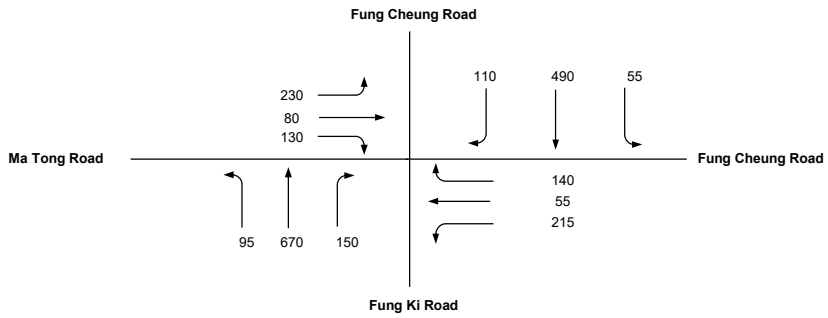
AECOM

Junction J6 - Fung Cheung Road / Ma Tong Road	2033 PM Peak Design Flows	DESIGN:	CHECK:	#VALUE!	DATE: Oct 20

J6

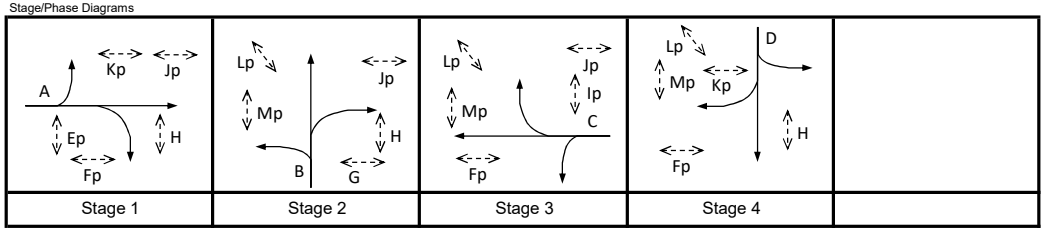
Traffic Flow Diagram

(pcu/hr)



No. of stages per cycle	N =	4	
Cycle time	C =	128	sec
Sum(y)	Y =	0.571	
Lost time	L =	36	sec
Total Flow	=	20,780	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y) =	138	sec
Min. Cycle Time C_m	= L/(1-Y) =	84	sec
Y_{ult}	= 0.9-0.0075×L =	0.630	
R.C.$_{ult}$	= (Y_{ult}-Y)/Yx100% =	10.3	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y) =	99	sec
Y_{max}	= 1-L/C =	0.719	

Stage/Phase Diagrams



I/G = 10 I/G = 12 I/G = 9 I/G = 9

Critical Case : A,B,C,D

R.C.(C) = (0.9xY_{max}-Y)/Yx100% = 13%

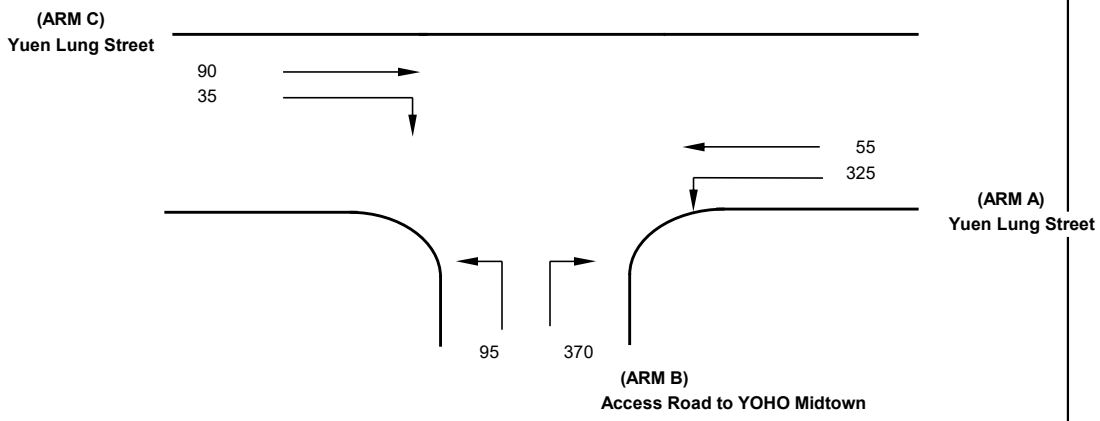
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	5.500	1	50			1		0		2165	230			230	100%		2102	0.109	0.109
	A	1	3.500	1				0		0		2105		80		80			2105	0.038	
	A	1	3.500	1		25	0	0		0		2105			130	130		100%	1986	0.065	
	B	2	3.650	1	15			1		0		1980	95	349		444	21%		1939	0.229	0.229
	B	2	3.650	1		15	0	0		0		2120		321	150	471		32%	2055	0.229	
	C	3	3.500	1	15			1		0		1965	127			127	100%		1786	0.071	0.071
	C	3	3.500	1	18			0		0		2105	88	55		143	61%		2002	0.071	
	C	3	3.500	1		25	0	0		0		2105			140	140		100%	1986	0.070	
	D	4	3.800	1	15			1		0		1995	55	262		317	17%		1961	0.162	0.162
	D	4	3.800	1		25	0	0		0		2135		228	110	338		33%	2094	0.162	

Pedestrian Crossing			GM		FGM			
Hp	1,2,4	min.	10	+	10	=	20	sec
Ip	3	min.	7	+	7	=	14	sec
Jp	1,2,3	min.	8	+	8	=	16	sec
Kp	1,4	min.	6	+	6	=	12	sec
Lp	2,3,4	min.	6	+	6	=	12	sec
Mp	2,3,4	min.	6	+	6	=	12	sec

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J8 - Yuen Lung Street / Access Road to YOHO Midtown	2033 PM Peak Design Flows	Designed By :	Checked By :	Job No. :	Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J8

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	13.5	(metres)
W cr	=	0	(metres)
q a-b	=	325	(pcu/hr)
q a-c	=	55	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	100	(metres)
q c-a	=	90	(pcu/hr)
q c-b	=	35	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	80	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	370	(pcu/hr)
q b-c	=	95	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.971707
E	=	1.014308
F	=	0.968154
Y	=	0.534250

THE CAPACITY OF MOVEMENT :

Q b-a	=	554
Q b-c	=	719
Q c-b	=	650
Q b-ac	=	582

CRITICAL DFC = 0.80

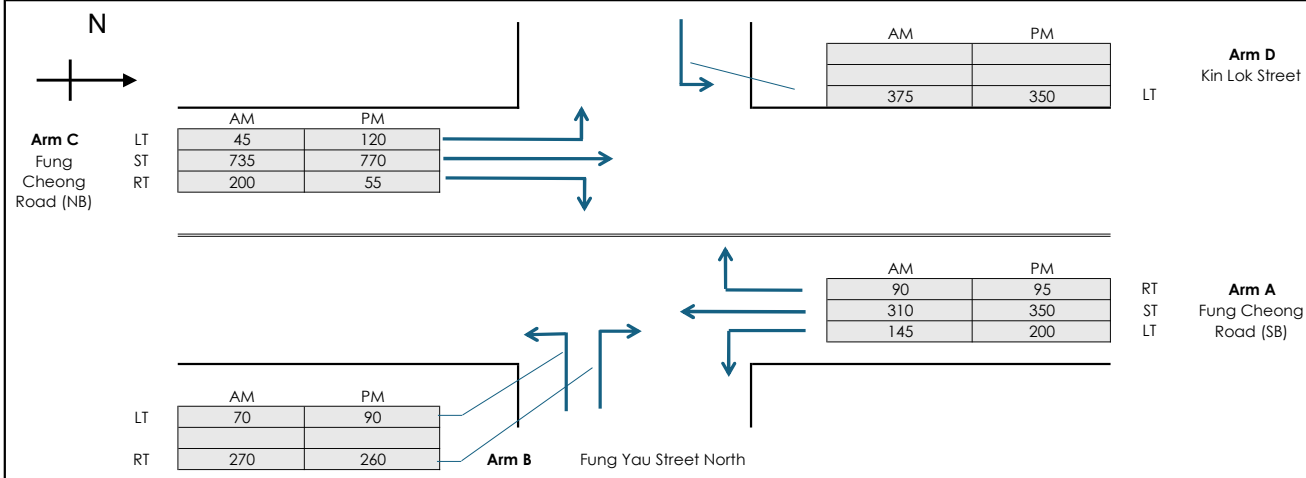
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.67
DFC b-c	=	0.13
DFC c-b	=	0.05
DFC b-ac	=	0.80

Priority Junction Capacity Calculation

AECOM

Job Title:			
Junction:	Junction J3 - Fung Cheung Rd / Fung Yau St N / Kin Lok St	Designed by:	
Scenario:	Design Flows	Checked by:	
Design Year: 2033	Job No.:	Date:	Nov 2025
Arm A:	Fung Cheong Road (SB)		
Arm B:	Fung Yau Street North		
Arm C:	Fung Cheong Road (NB)		
Arm D:	Kin Lok Street		



GEOMETRY

Major Road Width (m)	W	10.50
Central Reserve Width (m)	Wcr	0.00

PARAMETER — **Arm B**

Lane widths (m)	w(b-a)	4.50	Blockage of major road		
	w(b-c)	4.50	RT (c-b block c-a)?		Y
	w(c-b)	4.50	Combined stream on minor arm B?		Y
	Vr(b-a)	80	Calculated	D	1.072
Visibility Distances (m)	Vl(b-a)	200	Parameters	E	1.041
	Vr(b-c)	80		F	1.022
	Vr(c-b)	60		Y	0.638
Straight ahead movement using left lane?		Y			

Arm D

Lane widths (m)	w(d-c)	4.00	Blockage of major road		
	w(d-a)	4.00	RT (a-d block a-c)?		Y
	w(a-d)	4.00	Combined stream on minor arm D?		Y
Visibility	Vr(d-c)		Calculated	D	0.877
Distances (m)	Vl(d-c)	70	Parameters	E	0.968
	Vr(d-a)	50		F	0.968
	Vr(a-d)	50		Y	0.638
Straight ahead movement using left lane?		Y			

ANALYSIS

		AM Peak	PM Peak
TRAFFIC FLOWS (pcu/hr)	q(a-b)	145	200
	q(a-c)	310	350
	q(a-d)	90	95
	q(c-a)	735	770
	q(c-b)	200	55
	q(c-d)	45	120
	q(d-a)	375	350
	q(d-b)	0	0
	q(d-c)	0	0
	q(b-a)	270	260
	q(b-d)	0	0
	q(b-c)	70	90
Left turn proportion	F	0.21	0.26
CAPACITIES (pcu/hr)	Q(b-ad)	316	345
	Q(b-acd)	356	395
	Q(c-b)	623	598
	Q(c-a)	1222	1635
DFC's	c-b	0.32	0.09
	c-a	0.60	0.47
	b-acd	0.96	0.89
DFC		**0.96**	**0.89**

		AM Peak	PM Peak
TRAFFIC FLOWS (pcu/hr)	q(c-d)	45	120
	q(c-a)	735	770
	q(c-b)	200	55
	q(a-c)	310	350
	q(a-d)	90	95
	q(a-b)	145	200
	q(b-c)	70	90
	q(b-d)	0	0
	q(b-a)	260	260
	q(d-c)	0	0
	q(d-b)	0	0
	q(d-a)	375	350
Left turn proportion	F	1.00	1.00
CAPACITIES (pcu/hr)	Q(d-bc)	266	271
	Q(d-abc)	552	537
	Q(a-d)	482	503
	Q(a-c)	1464	1460
DFC's	a-d	0.19	0.19
	a-c	0.21	0.24
	d-acd	0.68	0.65
DFC		**0.68**	**0.65**

AM Peak	**DFC**	**0.96**
PM Peak	**DFC**	**0.89**

Where Vl and Vr are visibility distances to the left or right of the respective streams

D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))

E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))

F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))

Y = 1-0.0345W

F = proportion of minor traffic turning left

Q(b-ad) = Q(b-a)*Q(b-d)/[0.5*Q(b-a)+0.5*Q(b-d)] Capacity of combined streams

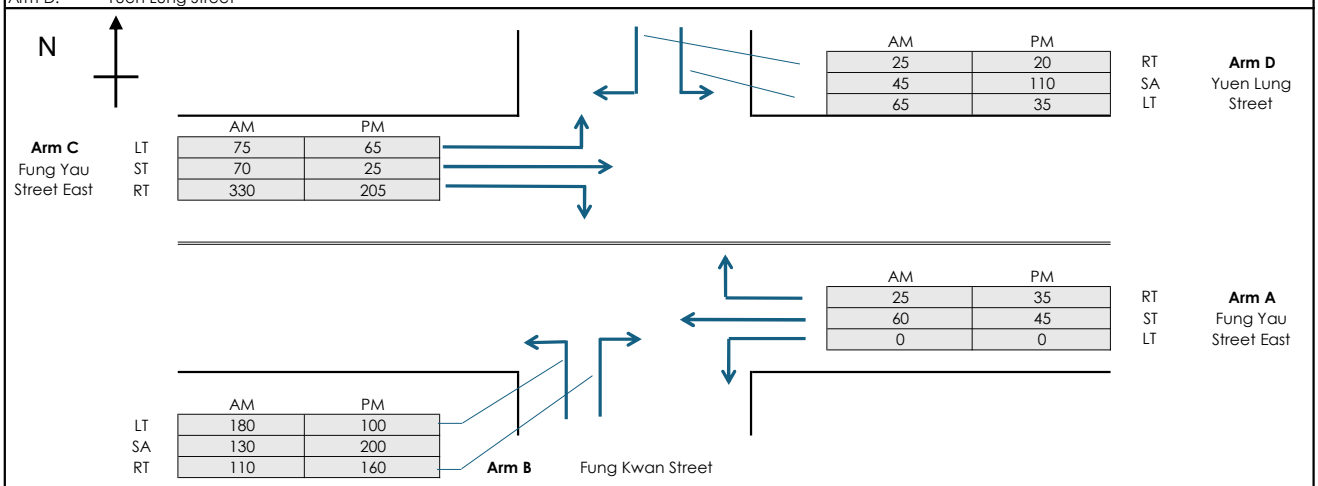
Q(b-acd) = Q(b-c)*Q(b-ad)/[(1-F)*Q(b-c)+F*Q(b-ad)] Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Vol.2 Chapter 4 Appendix 1

Priority Junction Capacity Calculation

AECOM

Job Title:			
Junction:	Junction J7 - Fung Yau Street / Fung Kwan Street / Yuen Lung Street	Designed by:	
Scenario:	Design Flows	Checked by:	
Design Year: 2033	Job No.:	Date:	Nov 2025
Arm A:	Fung Yau Street East		
Arm B:	Fung Kwan Street		
Arm C:	Fung Yau Street East		
Arm D:	Yuen Lung Street		



GEOMETRY

Major Road Width (m)	W	11.00
Central Reserve Width (m)	Wcr	0.00

PARAMETER — **Arm B**

Lane widths (m)	w(b-a)	4.00	Blockage of major road		
	w(b-c)	4.00	RT (c-b block c-a)?		Y
	w(c-b)	4.00	Combined stream on minor arm B?		Y
	Vr(b-a)	50	Calculated	D	0.910
Visibility Distances (m)	Vl(b-a)	50	Parameters	E	0.968
	Vr(b-c)	50		F	0.968
	Vr(c-b)	50		Y	0.621
Straight ahead movement using left lane?		Y			

Arm D

Lane widths (m)	w(d-c)	4.00	Blockage of major road		
	w(d-a)	4.00	RT (a-d block a-c)?		Y
	w(a-d)	4.00	Combined stream on minor arm D?		Y
Visibility	Vr(d-c)	50	Calculated	D	0.910
Distances (m)	Vl(d-c)	50	Parameters	E	0.968
	Vr(d-a)	50		F	0.968
	Vr(a-d)	50		Y	0.621
Straight ahead movement using left lane?		Y			

ANALYSIS

		AM Peak	PM Peak
TRAFFIC FLOWS (pcu/hr)	q(a-b)	0	0
	q(a-c)	60	45
	q(a-d)	25	35
	q(c-a)	70	25
	q(c-b)	330	205
	q(c-d)	75	65
	q(d-a)	65	35
	q(d-b)	45	110
	q(d-c)	25	20
	q(b-a)	110	160
	q(b-d)	130	200
	q(b-c)	180	100
Left turn proportion	F	0.43	0.22
CAPACITIES (pcu/hr)	Q(b-ad)	429	470
	Q(b-acd)	517	508
	Q(c-b)	700	700
	Q(c-a)	952	1273
DFC's	c-b	0.47	0.29
	c-a	0.07	0.02
	b-acd	0.81	0.91
DFC		**0.81**	**0.91**

		AM Peak	PM Peak
TRAFFIC FLOWS (pcu/hr)	q(c-d)	75	65
	q(c-a)	70	25
	q(c-b)	330	205
	q(a-c)	60	45
	q(a-d)	25	35
	q(a-b)	0	0
	q(b-c)	180	100
	q(b-d)	130	200
	q(b-a)	160	160
	q(d-c)	25	20
	q(d-b)	45	110
	q(d-a)	65	35
Left turn proportion	F	0.48	0.21
CAPACITIES (pcu/hr)	Q(d-bc)	423	459
	Q(d-abc)	523	497
	Q(a-d)	586	637
	Q(a-c)	1723	1701
DFC's	a-d	0.04	0.05
	a-c	0.03	0.03
	d-acd	0.26	0.33
DFC		**0.26**	**0.33**

AM Peak	**DFC**	**0.81**
PM Peak	**DFC**	**0.91**

Where Vl and Vr are visibility distances to the left or right of the respective streams

D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))

E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))

F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))

Y = 1-0.0345W

F = proportion of minor traffic turning left

Q(b-ad) = Q(b-a)*Q(b-d)/[0.5*Q(b-a)+0.5*Q(b-d)] Capacity of combined streams

Q(b-acd) = Q(b-c)*Q(b-ad)/[(1-F)*Q(b-c)+F*Q(b-ad)] Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Vol.2 Chapter 4 Appendix 1

Attachment 6

Replacement Pages of Air Ventilation Assessment

a planned composite building (about +75mPD) comprising Residential Care Home for the Elderly (RCHE), Special Child Care Centre (SCCC) and youth hostel.

1.2.4 It is noted from Yuen Long District Council (YLDC) Paper No. 49/2022 submitted for discussion at YLDC on 20.12.2022 that, a new sports centre (consists of sport facilities, district library, public transport interchange and a fee-paying public vehicle park development, etc.) is planned at a site sandwiched between the Wholesale Fishes Market and Kwong Ming Ying Loi School to the east of the Application Site (i.e. at Yuen Long Area 12). While the architectural design and development parameters are not yet available in the public domain at the time of preparation of this assessment, a conceptual block will be assumed for air ventilation assessment purpose. Correspondence with DPO has been provided in **Appendix 5.**

1.2.5 **Figure 1** shows the location of the Application Site and its environment.

1.3 Baseline Scheme

1.3.1 The Baseline Scheme refers to Phase IIa of the Approved Planning Application No. A/YL/298. The Baseline Scheme consists of one 37-storey hotel development with maximum building height of +135.7mPD at Phase IIa Development Site. The indicative MLP of the Baseline Scheme is shown in **Appendix 1**.

<u>Good design/mitigation measures</u>

1.3.2 Under the Baseline Scheme, the good design measures in terms of air ventilation includes a setback of about 4.5m from the northern boundary along Castle Peak Road – Yuen Long; a southern open area is provided to enable air circulation.

1.4 Proposed Scheme

1.4.1 The Proposed Scheme at Phase IIa consists of a 23-storey Commercial/Office development with 1 storey of refuge floor atop of 5-storey of podium. The development site consists of G/F for vehicular access and as entrance lobby, M/F & 1/F for E&M rooms and commercial/retail, 2/F & 3/F for carpark, 5/F for E&M rooms and podium roof car park.

1.4.2 The proposed building height of the Proposed Commercial Development is about +145mPD from 6/F to 32/F where 13/F, 14/F, and 24/F are omitted, and 19/F as a refuge floor.

1.4.3 Two footbridge openings are reserved for connecting the Proposed Commercial Development to YOHO Hub in the north and YOHO Midtown in the east. The design of the footbridges is subject to detailed design in the later stages. Tentatively, the northern footbridge is assumed to be a single-storey, fully enclosed structure approximately 5m above ground. For the eastern connection, an opening has been reserved at the 1/F (+13.6mPD) to accommodate a footbridge to YOHO Midtown, which is intended for pedestrian walkway. In addition, there is a reserved opening for connection with the planned hostel development at the immediate west of the Proposed Commercial Development at M/F (+9.80mPD).

Good design/mitigation measures

1.4.4 Under the Proposed Scheme, the good design measures in terms of air ventilation includes Landscape/ Uncovered Area is provided along the northern and southeastern site boundary of Phase IIa Development Site to enable air circulation at the pedestrian level to the immediate surrounding. About 10m building setback between the podium and the southern site boundary of Phase IIa is proposed for uncovered driveway would facilitate wind penetration.

1.4.5 The master layout plan, with the good design / mitigated measures highlighted, and sections are shown in **Appendix 2**.

Focused Group	Spatial Average Wind Velocity Ratio (VR)	Baseline Scheme	Proposed Scheme
28	Phase III Development Site (S78 -S84)	0.19	0.19
29	Grand YOHO (S51 – S65)	0.19	0.19
30	Sun Yuen Long Centre (S66 - S74)	0.15	0.15
31	Ho Shun Yee Building (S07 – S12)	0.09	0.09
32	Lin Fat building (S13 – S14)	0.07	**0.08**
33	The YOHO Hub (S85 -S90)	0.16	**0.17**
34	Long Yat Road (T06, T07, T09, T190, T191)	**0.17**	0.16
35	Yuen Lung Street to the West of the Application Site (T130 – T135)	**0.23**	0.22
36	YOHO Midtown (S33 – S50)	0.14	0.14
37	Special Test Point within Phase IIa Development Site (S91 -S95)	**0.11**	0.08

Note: Bold characters highlighted in grey represent higher VR in comparison.

Table 4.2 Summary of Spatial Average Wind Velocity Ratios (VR) (Summer)

Focused Group	Spatial Average Wind Velocity Ratio (VR)	Baseline Scheme	Proposed Scheme
	SVR (P01-P30)	0.20	0.20
	LVR (P01-P30, T01-T191)	0.19	0.19
1	Long Lok Road (T01 – T05, T08, T147 -T150)	0.19	0.19
2	Castle Peak Road - Yuen Long (T10 -T30, T151- T164)	**0.21**	0.20
3	Shap Pat Heung Rural Committee (T31 – T34)	0.09	0.09
4	Yau Tin East Road to the West of the Application Site (T35 – T40)	0.18	0.18
5	Open Area near the Approved Hostel Development (T41 – T43)	**0.09**	0.07
6	Fung Yau Street North Sitting-out Area (T46 – T50)	0.19	**0.21**
7	Fung Yau Path (T44-T45, T51 – T53, T138, T189)	0.14	**0.15**
8	Fung Yau Street North (T53 – T59, T136 -T137)	0.19	0.19
9	Wing Fu Mansion (S01 – S03)	0.09	**0.10**
10	Fung Kwan Street Refuse Collection Point (T60 – T67)	0.11	**0.12**
11	Man Fung Building (S04 – S06)	0.14	**0.15**
12	Fung Kwan Street (T68 – T73)	0.18	**0.19**
13	Fung Kwan Street Garden (T74 – T79)	0.12	0.12
14	Fung Kwan Path (T80– T82)	0.14	0.14
15	Ho Shun Lee Building (S15 – S18)	0.19	**0.20**
16	Fung Yau Street East (T83– T90, T73)	0.20	**0.21**
17	C.C.C. Kei Yuen College (T91– T98)	**0.19**	0.18
18	Open Area Next to C.C.C. Kei Yuen College (T99– T101)	0.27	0.27
19	Kong Yau Road (T102 – T104)	**0.21**	0.19
20	Yau Tin West Road (T104 – T109)	0.27	0.27
21	Yau Tin East Road to the West of YOHO Town (T110 – T115)	0.26	0.26
22	YOHO Town (S19 – S32)	0.21	0.21
23	Open Areas Next to YOHO Town (T183 -T188)	0.19	**0.21**
24	Kwong Ming Ying Loi School (T174 -T182)	**0.19**	0.18
25	Yuen Lung Street to the South of YOHO Midtown (T109, T110, T116 – T122, T124 – T129)	0.24	0.24
26	Wholesale Fishes Market (T165 -T173)	0.11	0.11

4.3.5 Focused groups at Shap Pat Heung Rural Committee, Wing Fu Mansion, Fung Kwun Street Refuse Collection Point, Man Fung Building, Fung Kwan Street, Ho Shun Lee Building, Yau Tin West Road, Yau Tin East Road to the West of YOHO Town, Open Areas next to YOHO Town, Wholesale Fishes Market, YOHO Midtown Phase III, Grand YOHO, Sun Yuen Long Centre, Sun Yuen Long Centre, Ho Shun Yee Building, and YOHO Midtown Phase I have comparable ventilation performance when compared with Baseline Scheme and Proposed Scheme in terms of annual predicted LVRs (i.e. focused group nos. 3, 9, 10, 11, 12, 15, 20, 21, 23, 24, 26, 28, 29, 30, 31, and 36 respectively).

4.3.6 Under summer situation (**Table 4.2**), the Proposed Scheme performs better air ventilation performance than the Baseline Scheme at focused group nos. 6, 7, 9, 10, 11, 12, 15, 16, 23, 32, and 33 where these groups refer to the test points at Fung Yau Street North Sitting-out Area, Fung Yau Path, Wing Fu Mansion, Fung Kwan Street Refuse Collection Point, Man Fung Building, Fung Kwan Street, Ho Shun Lee Building, Fung Yau Street East, Open Areas next to YOHO Town, Lin Fat Building, and The YOHO Hub.

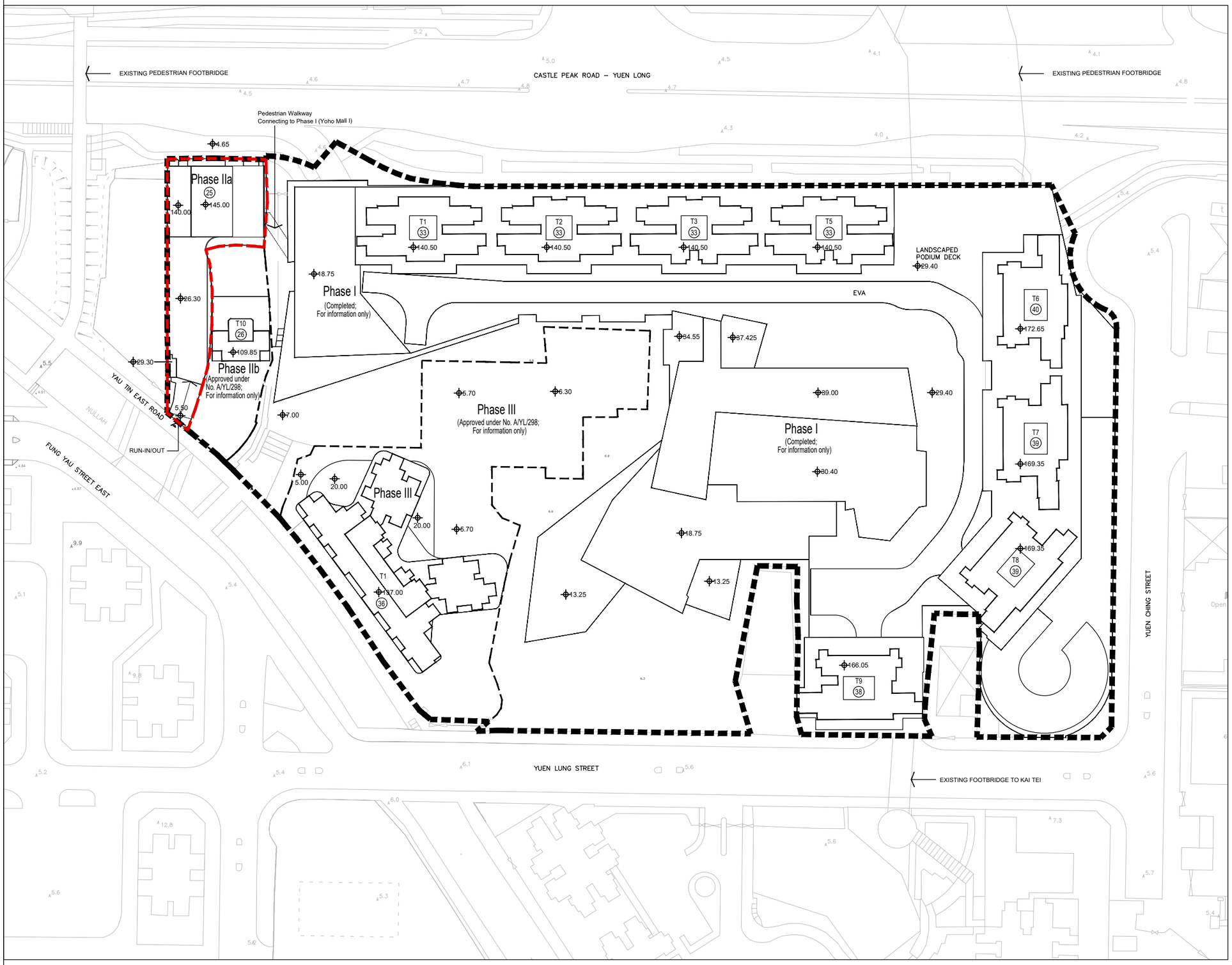
4.3.7 However, the Baseline Scheme performs better ventilation performance at Castle Peak Road – Yuen Long, Open Area near the Approved Hostel Development, C.C.C. Kei Yuen College, Kong Yau Road, Kwong Ming Ying Loi School, Sun Yuen Long Centre, Long Yat Road, and Special Test Point within Phase IIa Development Site. (i.e. focused group nos. 2, 5, 17, 19, 24, 30, 34, and 37 respectively).

4.3.8 Focused groups at Long Lok Road, Sha Pat Heung Rural Committee, Yau Tin East Road to the West of the Application Site, Man Fung Building, Fung Yau Street North, Fung Kwan Street Garden, Fung Kwan Path, Open Area next to C.C.C. Kei Yuen College, Yau Tin West Road, Yau Tin East Road to the West of the YOHO Town, YOHO Town, Yuen Lung Street to the South of YOHO Midtown, Wholesale Fishes Market, Yuen Ching Road, YOHO Midtown Phase III, Grand YOHO, Ho Shun Yee Building, Yuen Lung Street to the South of the Application Site, and YOHO Midtown Phase I have comparable ventilation performance when compared with Baseline Scheme and Proposed Scheme in terms of summer predicted LVRs (i.e. focused group nos. 1, 3, 4, 8, 13, 14, 18, 20, 21, 22, 25, 26, 27, 28, 29, 31, 35, and 36 respectively).

4.4 Discussion of Weighted Average VR

4.4.1 For annual condition, the VR contour plots show that the Proposed Scheme would have comparable average VRs around surrounding areas when compared to the Baseline Scheme. As observed, slight improvement (red circles) is found mainly among Yau Tin East Road to the West of the Application Site and Fung Yau Street North Sitting-out Area.

4.4.2 However, Proposed Scheme would have slightly lower VR (dark circle) among The YOHO Hub and North of YOHO Midtown.



N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD (Main Roof)
- (36) No. of Commercial / Office / Retail / Residential Floors

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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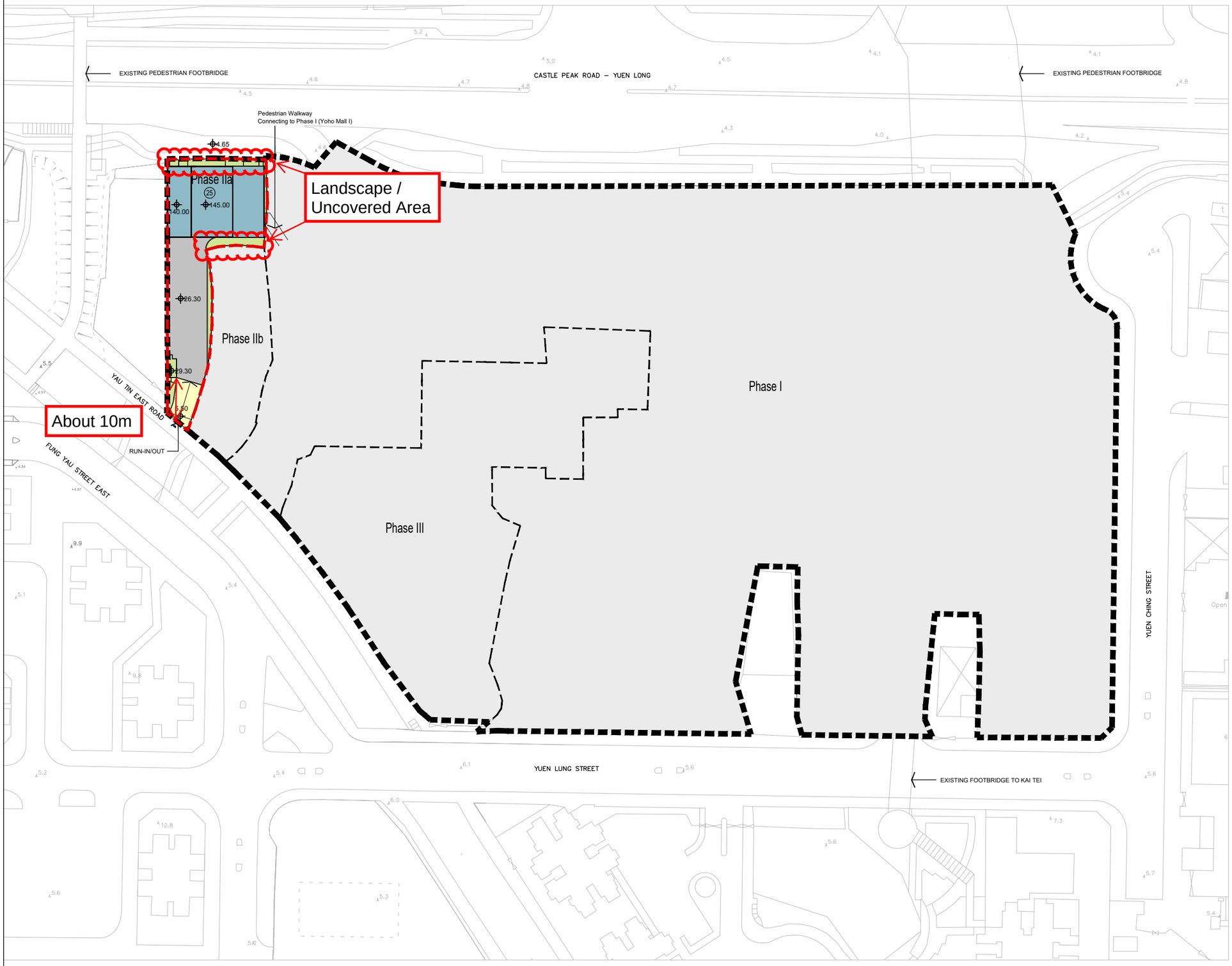
Title

INDICATIVE MASTER LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
NA	01



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LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD (Main Roof)
- (36) No. of Commercial / Office / Retail / Residential Floors

REMARKS:

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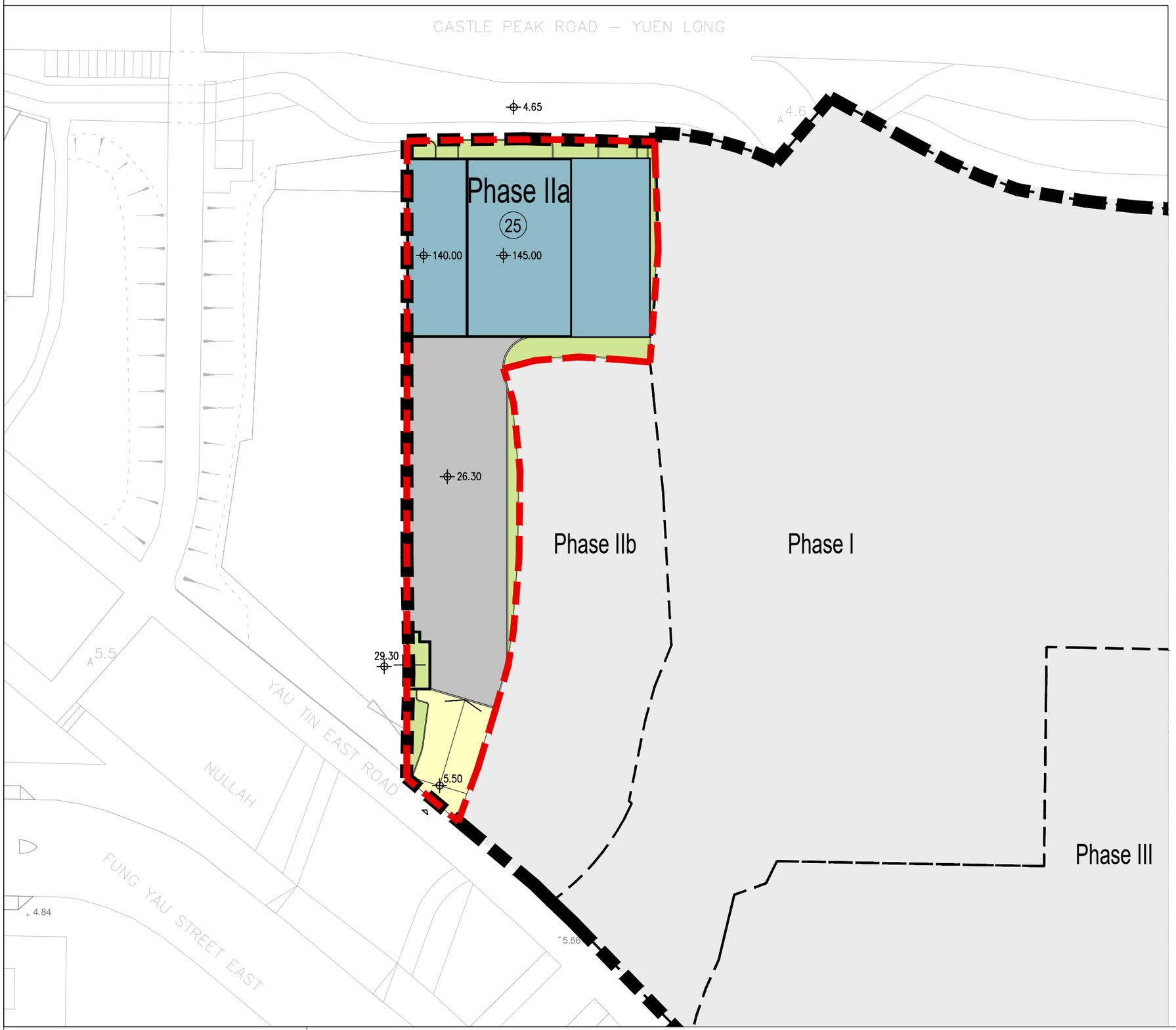
Title

INDICATIVE MASTER LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
NA	02



N

LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Landscape / Uncovered Area
- EVA / Uncovered Driveway / Uncovered L&UL
- Carpark/ Loading & Unloading / Covered Driveway

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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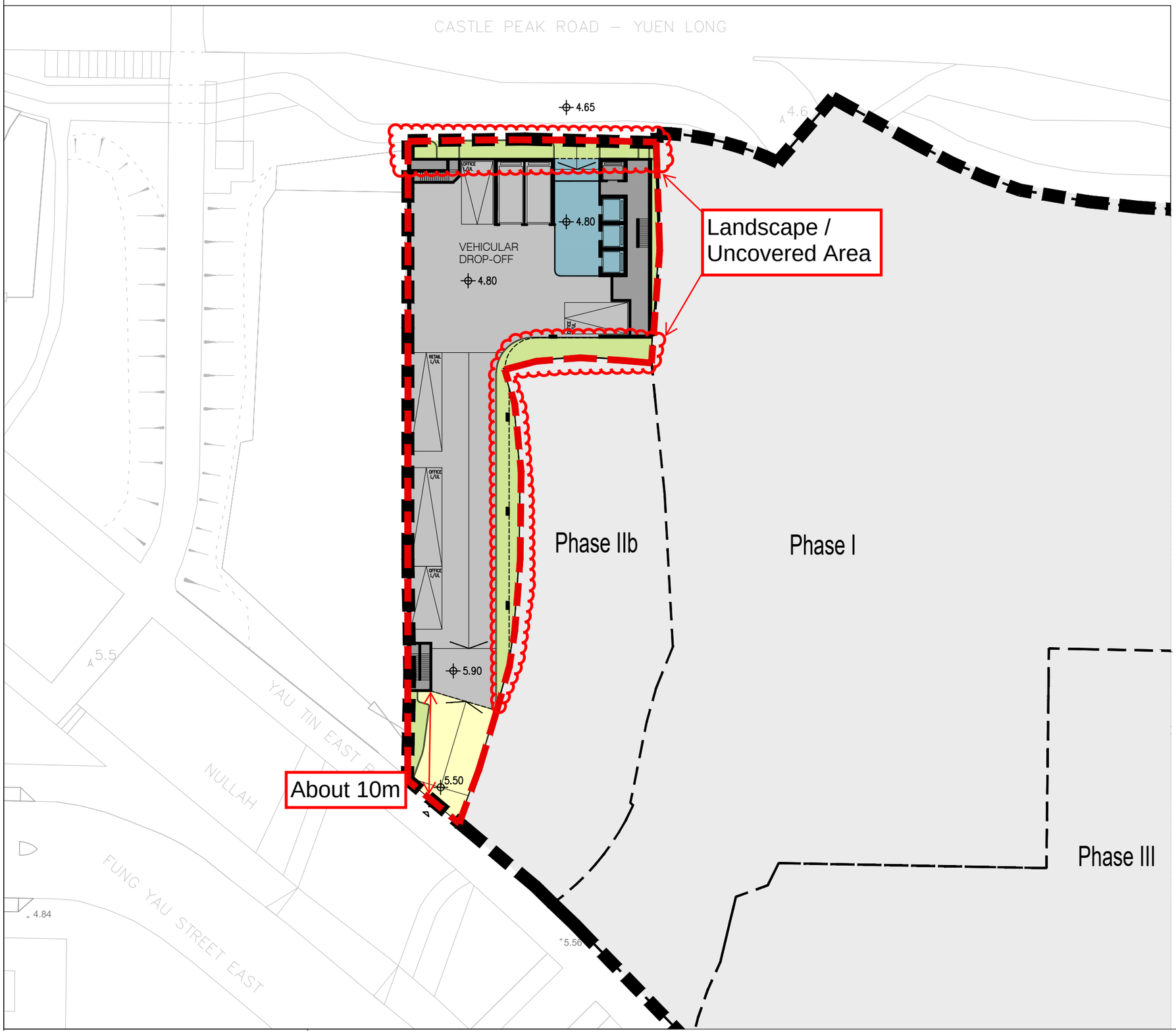
Title

INDICATIVE MASTER LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale 1:450 @A3	Figure 03



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LEGEND:

- Application Site (Same as approved Applcation No. A/YL/298)
- Phase IIa (Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Landscape / Uncovered Area
- EVA / Uncovered Driveway / Uncovered L&UL
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

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Title

INDICATIVE GROUND FLOOR LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	04

Attachment 7

Replacement Pages of Landscape Design Proposal

Table 1: Tree Treatment Summary (Phase II)

Tree Treatment	**Current scheme**
Total surveyed trees (nos.)	5
Trees to be retained (nos.)	0
Trees to be transplanted (nos.)	0
Trees to be felled (nos.)	5

2.3 Tree Planting Proposal

2.3.1 A total of 7 new trees of light standard size will be planted. Tree planting schedule is presented in Table 2.

Table 2: Tree planting schedule

Botanical name	**Chinese name**	**Size**	**Planting density**
Garcinia subelliptica	*福木*	*Light standard*	*Min. 2000mm (c/c)*
*Podocarpus macrophyllus**	羅漢松		
*Viburnum odoratissimum**	*珊瑚樹*		

Remarks:
* Native species

2.3.2 Adequate spacing, according to the tree species and ultimate crown spread, will be allowed for tree planting to enable healthy tree growth and establishment.

2.3.3 A minimum of 1.2m soil depth excluding drainage layer will be provided for planting new trees (refer to Appendix III).

2.3.4 The planting area for planting new trees will not be under cover.

2.3.5 A 12-month Establishment Period will be provided for the new trees for their long term well-being after planting.

2.3.6 The tree species proposed for tree planting is:

I. High in amenity value;
II. able to blend with the surrounding environment;
III. functional to the public/ users (e.g. provide shading, screening); and
IV. available in the market.

3.4 Soft Landscape

This section provides a description of the soft landscape design and softscape elements together with general information on softscape related aspects of design, including irrigation and maintenance, softscape elements of the landscape include plantings, planting soil and sub-surface drainage materials.

3.4.1 Planting Design

The planting design aims to create a modern and welcoming environment at the ground floor level with a combination of evergreens and deciduous species in rich textural and colour contrast. Planting at the upper levels will adopt wind tolerant species with flowering and coloured foliage habits to create a green and cheerful ambience with seasonal interest.

All species shall be hardy and required low future maintenance, shade tolerant plants shall be proposed for any covered planting areas. Shade and ornamental plants will be incorporated to provide a relaxed atmosphere for the site users and visitors. Planting will include a variety of evergreen shrubs and groundcovers, selected for their shade and flowering characteristics.

3.4.2 Plant Material Tables

A mix of native and exotic amenity tree species will be planted to maximize the greening effect. The proposed species are tabled below:

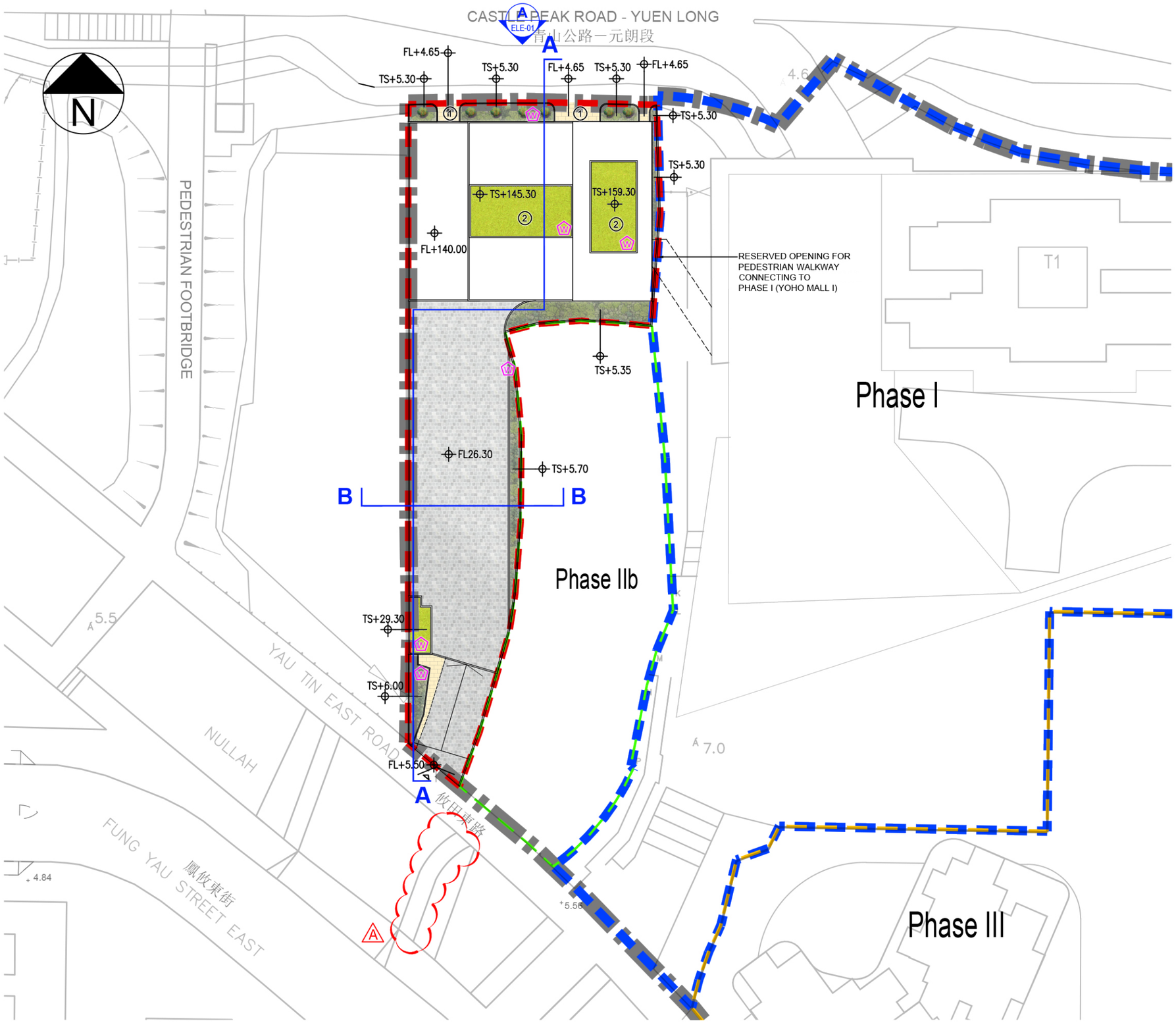
Table 4: Plant Material Table

Botanical name	**Chinese name**	**Size**	**Planting density**
Tree			
Garcinia subelliptica	*福木*	*Light standard*	*Min. 2000mm (c/c)*
*Podocarpus macrophyllus**	羅漢松		
*Viburnum odoratissimum**	*珊瑚樹*		
Shrub			
Clerodendrum ugandense	花蝴蝶	Height x spread in mm 300-800 x 300-500	300-500mm (c/c)
Dizygotheca elegantissima	孔雀木		
Osmanthus fragrans	桂花		
Rhododendron pulchrum	紫杜鵑		
Schefflera arboricola	鴨腳木		
Tabernaemontana divaricata variegata	花葉狗牙花		
Groundcover			
Lantana montevidensis	鋪地臭金鳳	Height x spread in mm 100-250 x 150-200	100-200mm (c/c)
Arachis duranensis	蔓花生		

Remarks:
* Native species

Appendix I Landscape Master Plan

- Drawing nos.:
  - LMP-01 *(Rev. A)*
  - LMP-02 *(Rev. A)*
  - *LMP-02A*
  - LMP-03 *(Rev. A)*
  - LMP-04 *(Rev. A)*
  - LMP-05 *(Rev. A)*



LEGEND

- APPLICATION SITE BOUNDARY
- PHASE I BOUNDARY
- PHASE IIa BOUNDARY
- PHASE IIb BOUNDARY
- PHASE III BOUNDARY
- PROPOSED TREE (7 nos.)
- SHRUBS
- GROUNDCOVER
- PAVING
- DRIVEWAY / E.V.A. / CAR PARK
- EX EXISTING LEVEL
- FL FINISHED FLOOR LEVEL
- TS TOP OF SOIL LEVEL
- W IRRIGATION WATER POINT
- 1 LEISURE PATH
- 2 ROOF PLANTING

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FILE	
DRWN	VC
CHKD	LW
DATE	JULY 2026
SCALE	1:450 (A3)

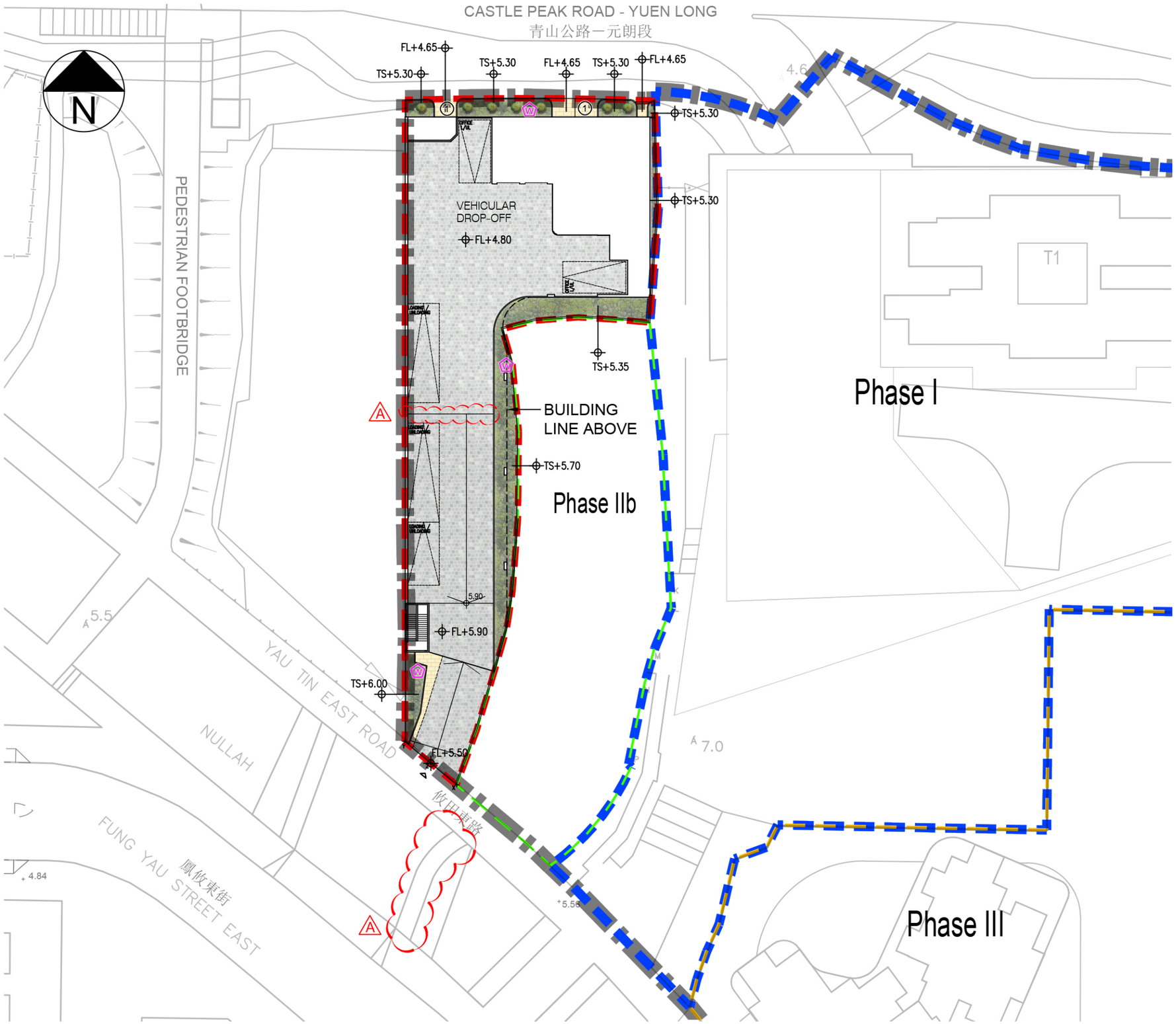
PROJECT
SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

TITLE
PHASE IIa AREA
LANDSCAPE MASTER PLAN
(COMPOSITE PLAN)

JOB NO. D40822

DRAWING NO. LMP-01

REV. A



LEGEND

- APPLICATION SITE BOUNDARY
- PHASE I BOUNDARY
- PHASE IIa BOUNDARY
- PHASE IIb BOUNDARY
- PHASE III BOUNDARY
- PROPOSED TREE (7 NOS.)
- SHRUBS
- PAVING
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- EX EXISTING LEVEL
- FL FINISHED FLOOR LEVEL
- TS TOP OF SOIL LEVEL
- W IRRIGATION WATER POINT
- 1 LEISURE PATH

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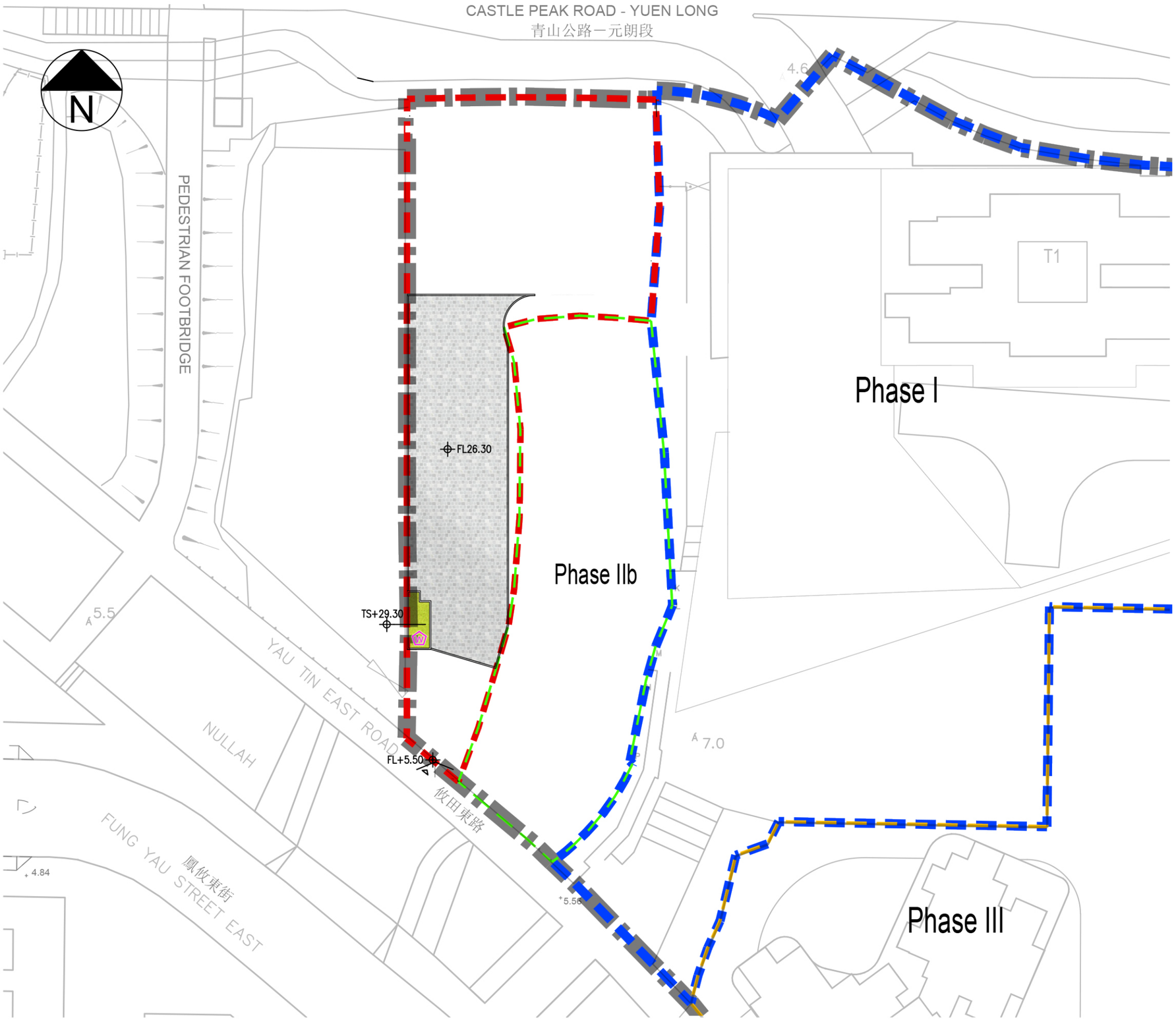
PROJECT
SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

TITLE
PHASE IIa AREA
LANDSCAPE MASTER PLAN
(GROUND FLOOR)

JOB NO. D40822

DRAWING NO. LMP-02

REV. A



LEGEND

- APPLICATION SITE BOUNDARY
- PHASE I BOUNDARY
- PHASE IIa BOUNDARY
- PHASE IIb BOUNDARY
- PHASE III BOUNDARY
- GROUNDCOVER
- DRIVEWAY / E.V.A. / CAR PARK
- FL FINISHED FLOOR LEVEL
- TS TOP OF SOIL LEVEL
- W IRRIGATION WATER POINT

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CHKD	LW
DATE	JULY 2026
SCALE	1:450 (A3)

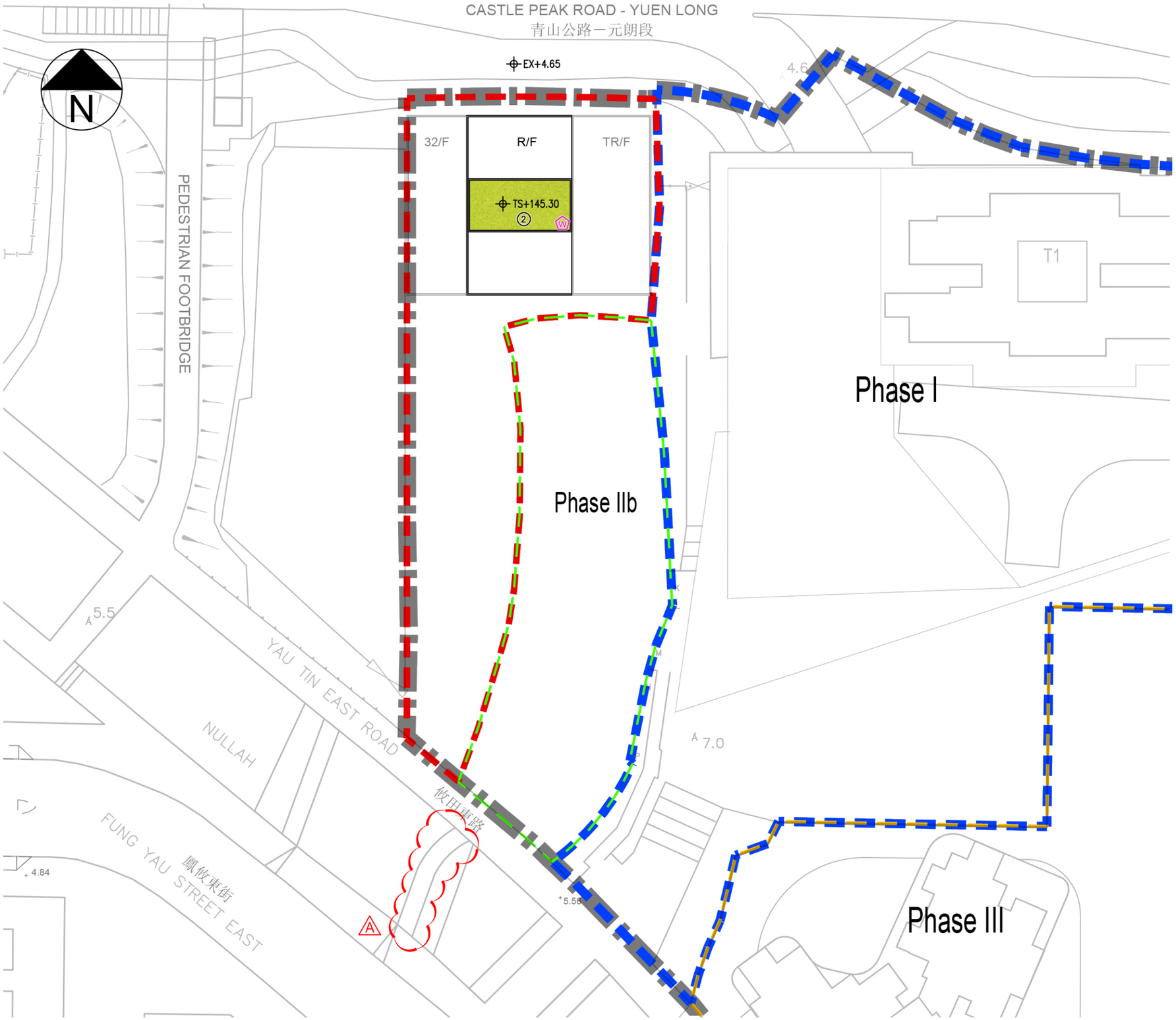
PROJECT
SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

TITLE
PHASE IIa AREA
LANDSCAPE MASTER PLAN
(PODIUM FLOOR)

JOB NO. D40822

DRAWING NO. LMP-02A

REV. -



LEGEND

- APPLICATION SITE BOUNDARY
- PHASE I BOUNDARY
- PHASE IIa BOUNDARY
- PHASE IIb BOUNDARY
- PHASE III BOUNDARY
- GROUNDCOVER
- EX EXISTING LEVEL
- FL FINISHED FLOOR LEVEL
- TS TOP OF SOIL LEVEL
- W IRRIGATION WATER POINT
- 2 ROOF PLANTING

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DATE	JULY 2026
SCALE	1:450 (A3)

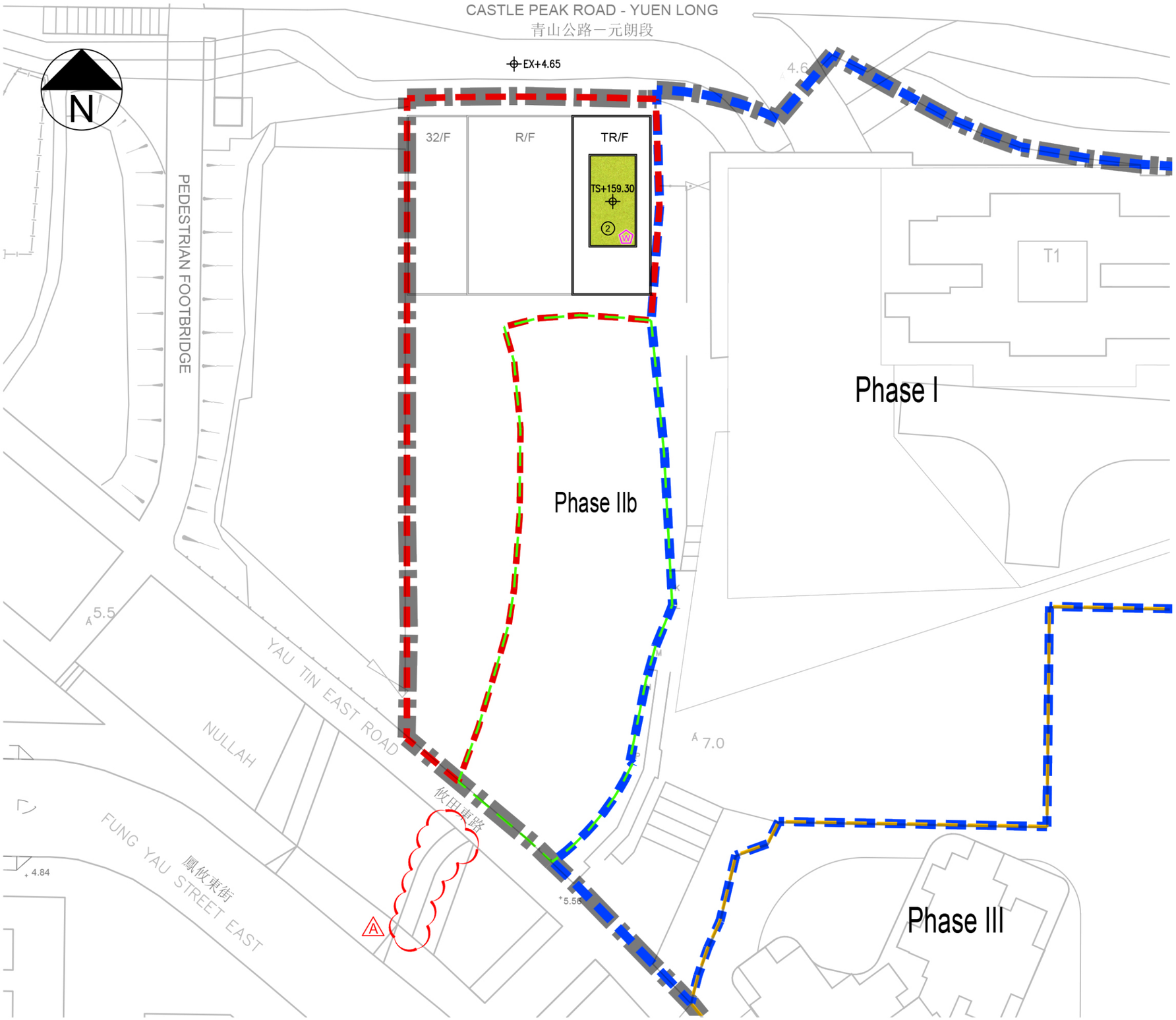
PROJECT
SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

TITLE
PHASE IIa AREA
LANDSCAPE MASTER PLAN
(ROOF FLOOR)

JOB NO. D40822

DRAWING NO. LMP-03

REV. A



LEGEND

- APPLICATION SITE BOUNDARY
- PHASE I BOUNDARY
- PHASE IIa BOUNDARY
- PHASE IIb BOUNDARY
- PHASE III BOUNDARY
- GROUNDCOVER
- EX EXISTING LEVEL
- FL FINISHED FLOOR LEVEL
- TS TOP OF SOIL LEVEL
- W IRRIGATION WATER POINT
- 2 ROOF PLANTING

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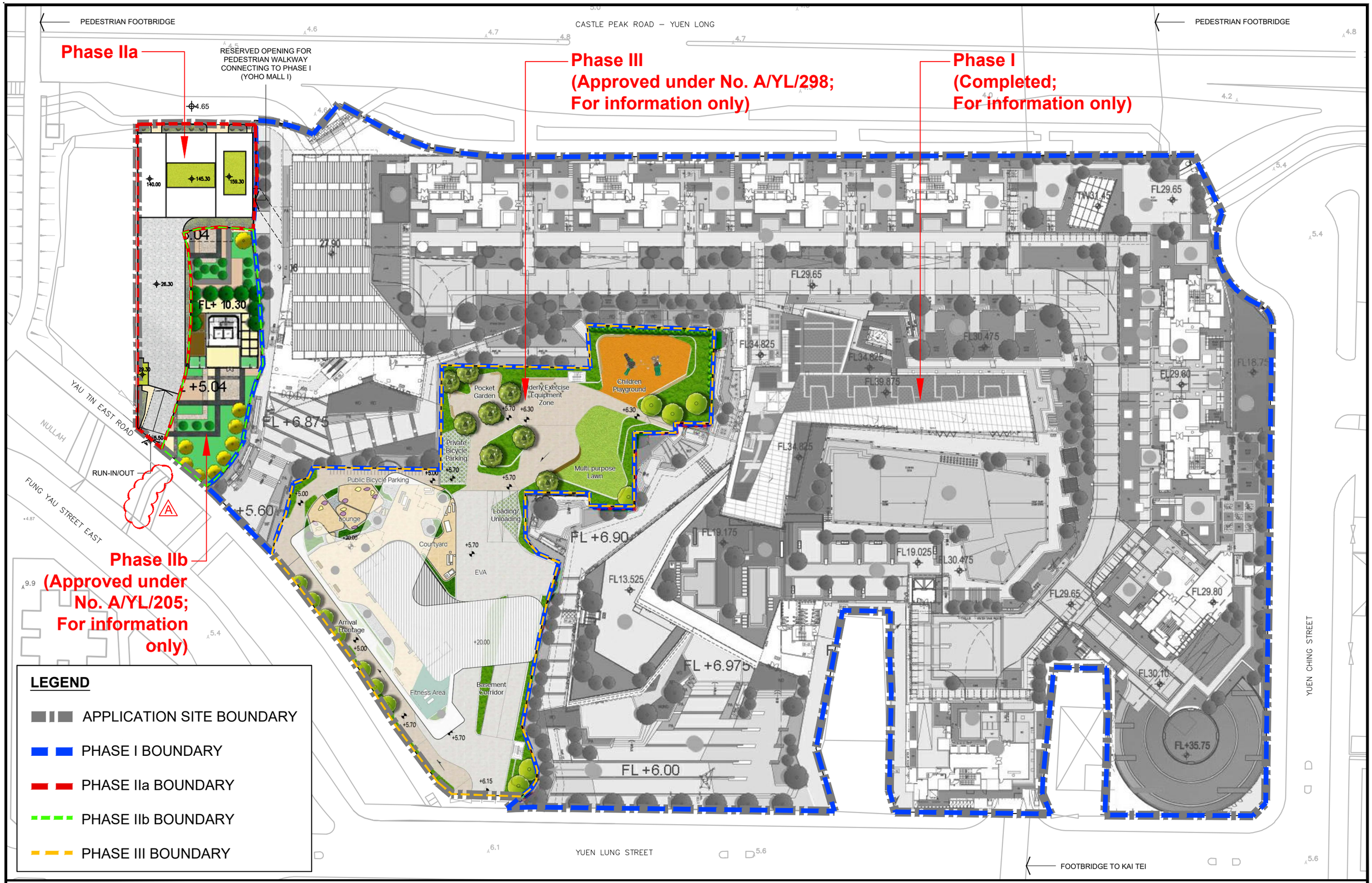
PROJECT
SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

TITLE
PHASE IIa AREA
LANDSCAPE MASTER PLAN
(TOP ROOF FLOOR)

JOB NO. D40822
DRAWING NO. LMP-04
REV. A



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FILE	
DRWN	VC
CHKD	LW
DATE	JULY 2026
SCALE	1:800 (A3)

PROJECT
SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

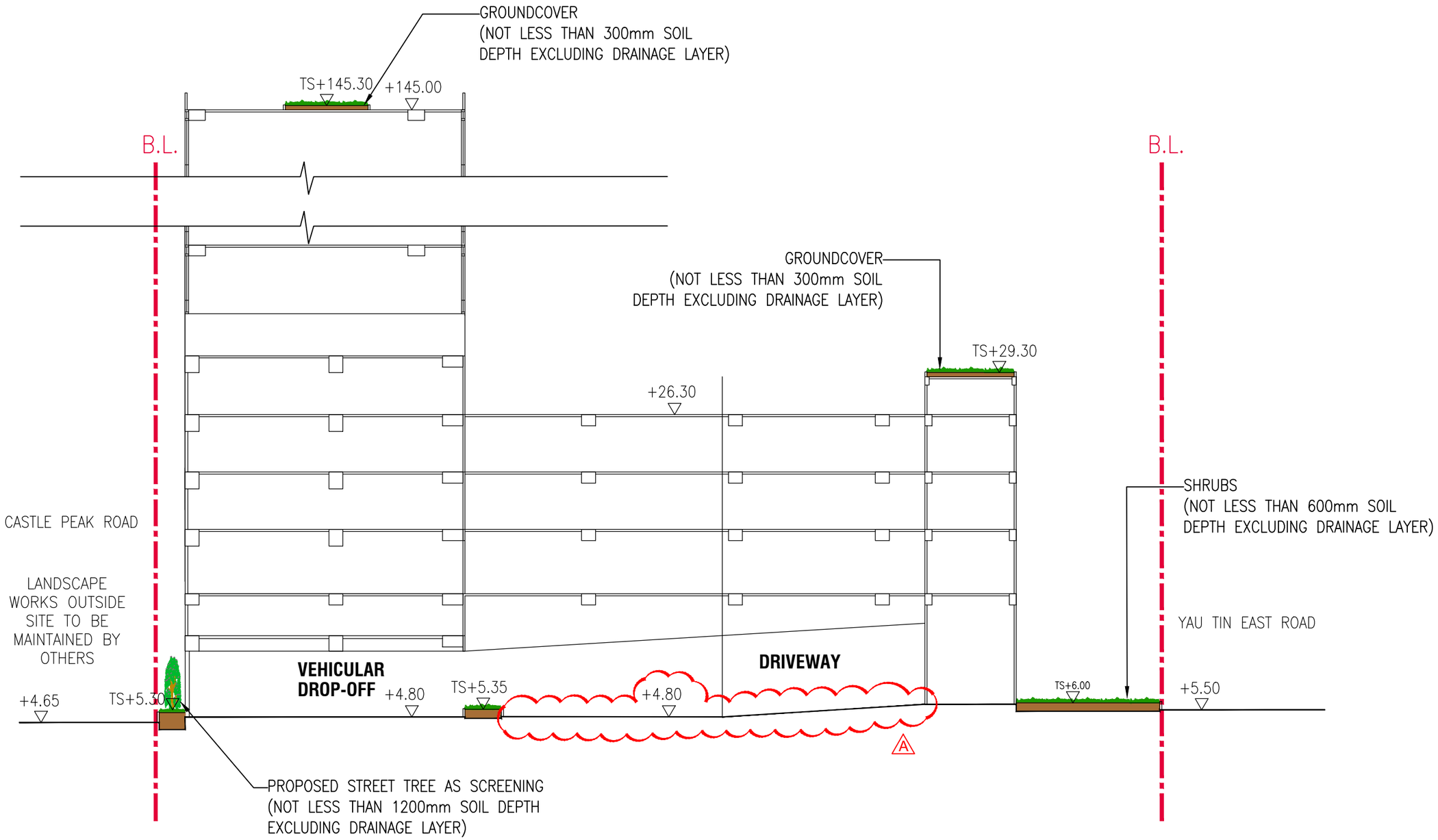
TITLE
OVERALL LANDSCAPE MASTER PLAN

JOB NO.
D40822

DRAWING NO. LMP-05
REV. A

Appendix II Section & Elevation

- Drawing no.:
  - SEC-01 *(Rev. A)*
  - SEC-02
  - ELE-A



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DRWN	VC
CHKD	LW
DATE	JULY 2026
SCALE	1:300 (A3)

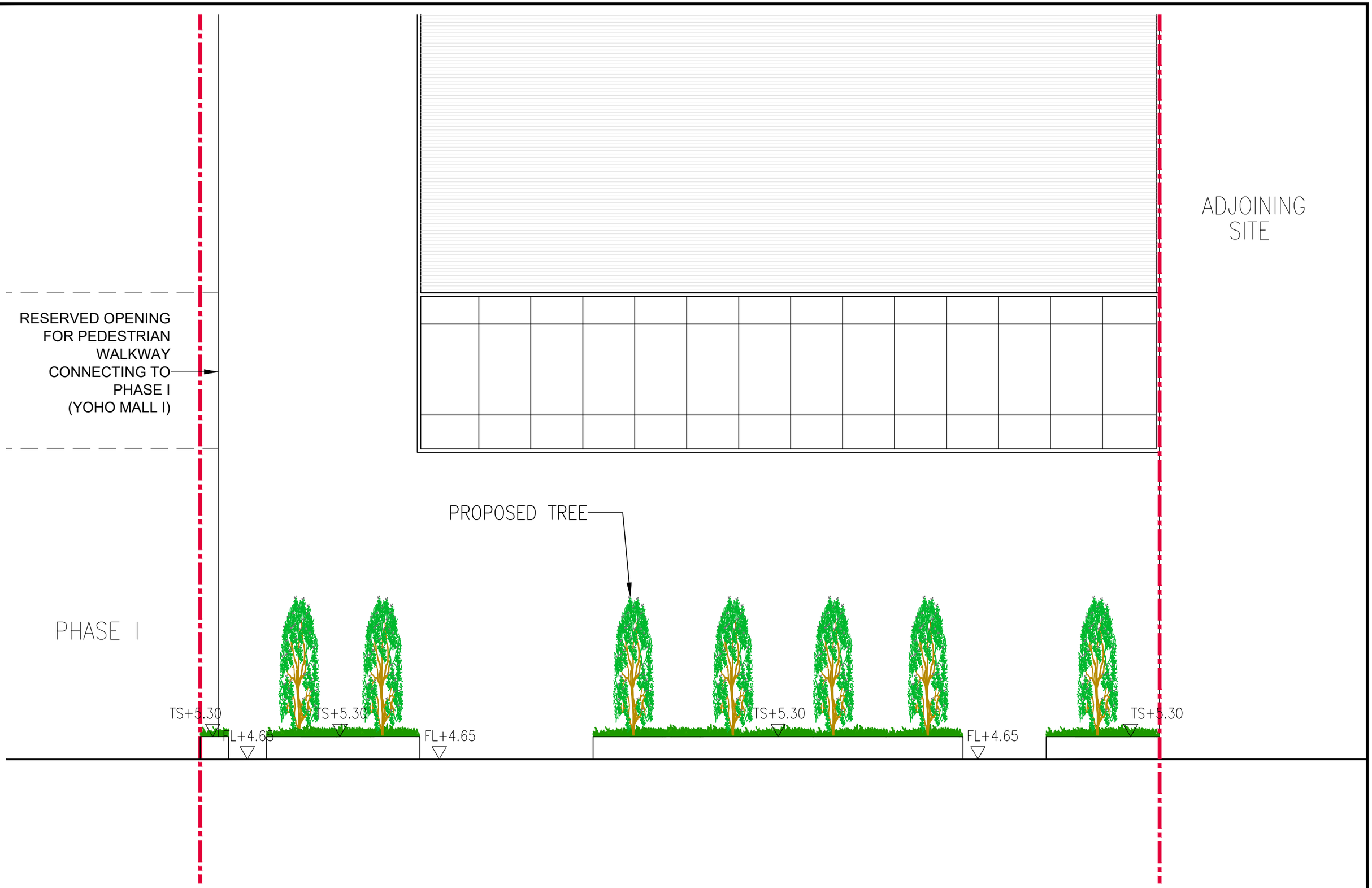
PROJECT
SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

TITLE
SECTION A

JOB NO.
D40822

DRAWING NO. SEC-01

REV. A



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CHKD	LW
DATE	MAR 2026
SCALE	1:100 (A3)

PROJECT
SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

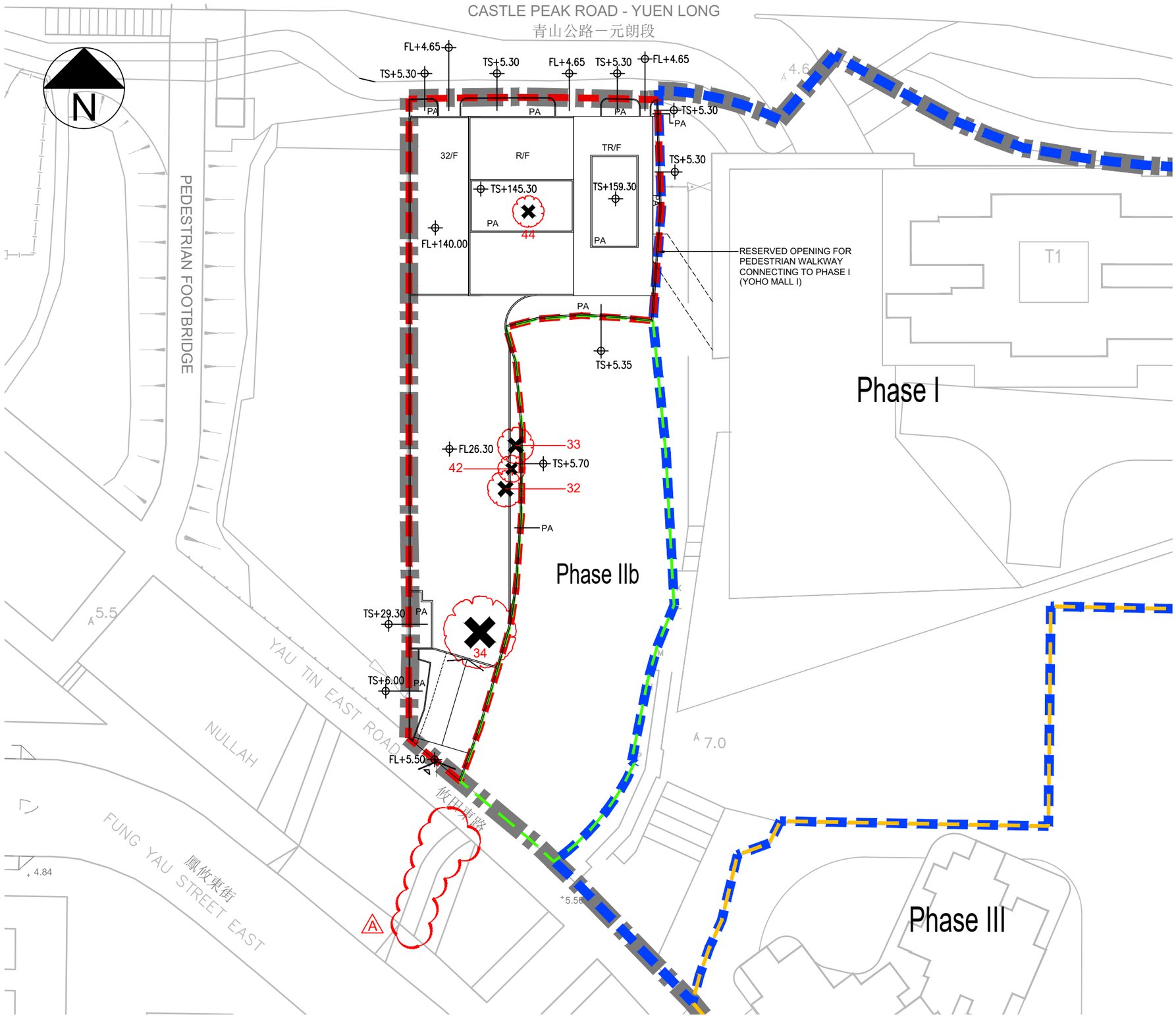
TITLE
ELEVATION A

JOB NO.
D40822

DRAWING NO. ELE-01
REV. -

Appendix VI Tree Survey Plan

- Drawing no.: TSP-01 *(Rev. A)*



LEGEND

- APPLICATION SITE BOUNDARY
- PHASE I BOUNDARY
- PHASE IIa BOUNDARY
- PHASE IIb BOUNDARY
- PHASE III BOUNDARY
- EXISTING TREE (5 NOS.)
- PA — PLANTING AREA
- EX — EXISTING LEVEL
- FL — FINISHED FLOOR LEVEL
- TS — TOP OF SOIL LEVEL

SUN HUNG KAI
ARCHITECTS AND ENGINEERS LIMITED
LANDSCAPE DESIGN SECTION
SUN HUNG KAI CENTRE, WANCHAI, HONGKONG
TEL. 28278111 FAX. 28272884

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DATE / REVISION / AMENDMENTS		
JULY 2026	A	GENERAL REVISION

FILE	
DRWN	VC
CHKD	LW
DATE	JULY 2026
SCALE	1:450 (A3)

PROJECT
SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

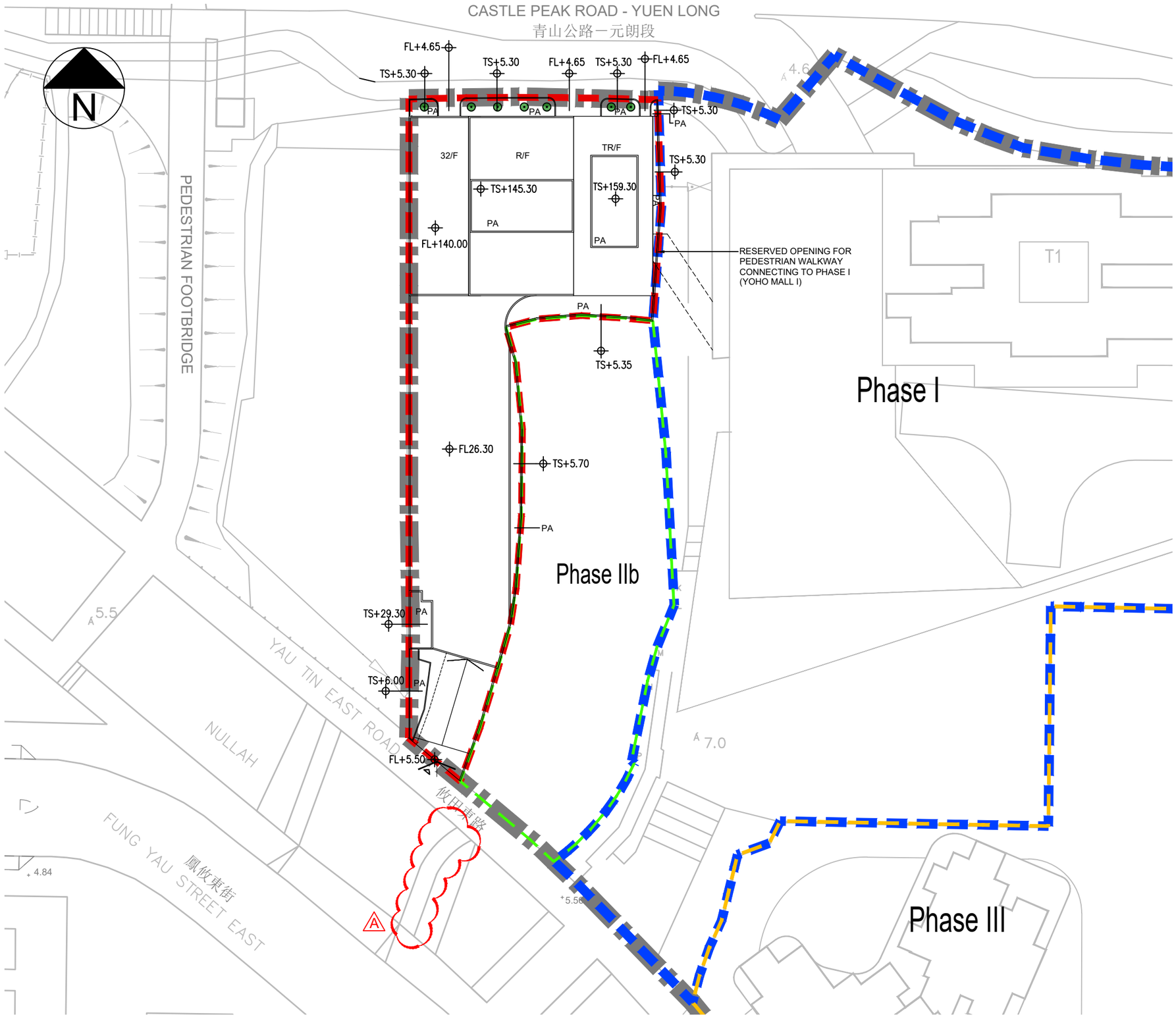
TITLE
PHASE IIa AREA
TREE SURVEY PLAN

JOB NO. D40822

DRAWING NO. TSP-01 REV. A

Appendix VII Tree Planting Plan

- Drawing no.: TPP-01 *(Rev. A)*



LEGEND

- APPLICATION SITE BOUNDARY
- PHASE I BOUNDARY
- PHASE IIa BOUNDARY
- PHASE IIb BOUNDARY
- PHASE III BOUNDARY
- PROPOSED TREE (7 NOS.)
- PA — PLANTING AREA
- EX — EXISTING LEVEL
- FL — FINISHED FLOOR LEVEL
- TS — TOP OF SOIL LEVEL

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FILE	
DRWN	VC
CHKD	LW
DATE	JULY 2026
SCALE	1:450 (A3)

PROJECT
SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

TITLE
PHASE IIa AREA
TREE PLANTING PLAN

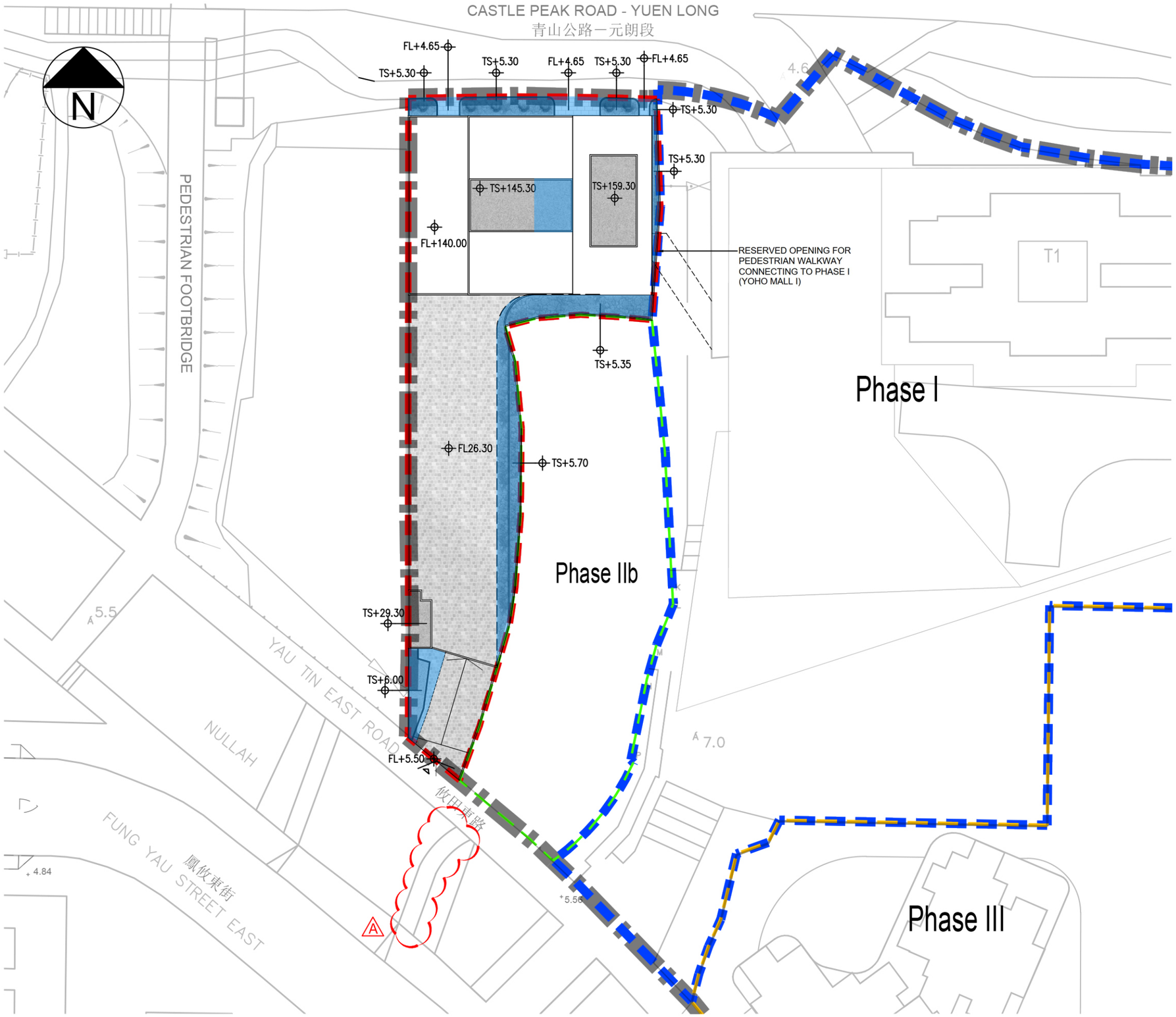
JOB NO. D40822

DRAWING NO. TPP-01

REV. A

Appendix VIII Open Space Demarcation Plan

- Drawing no.: OSP-01 *(Rev. A)*



LEGEND

- APPLICATION SITE BOUNDARY
- PHASE I BOUNDARY
- PHASE IIa BOUNDARY
- PHASE IIb BOUNDARY
- PHASE III BOUNDARY
- OPEN SPACE (not less than 245 sq.m)

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DATE / REVISION / AMENDMENTS		
JULY 2026	A	GENERAL REVISION

FILE	
DRWN	VC
CHKD	LW
DATE	JULY 2026
SCALE	1:450 (A3)

PROJECT
SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

TITLE
PHASE IIa AREA
OPEN SPACE DEMARCATION PLAN

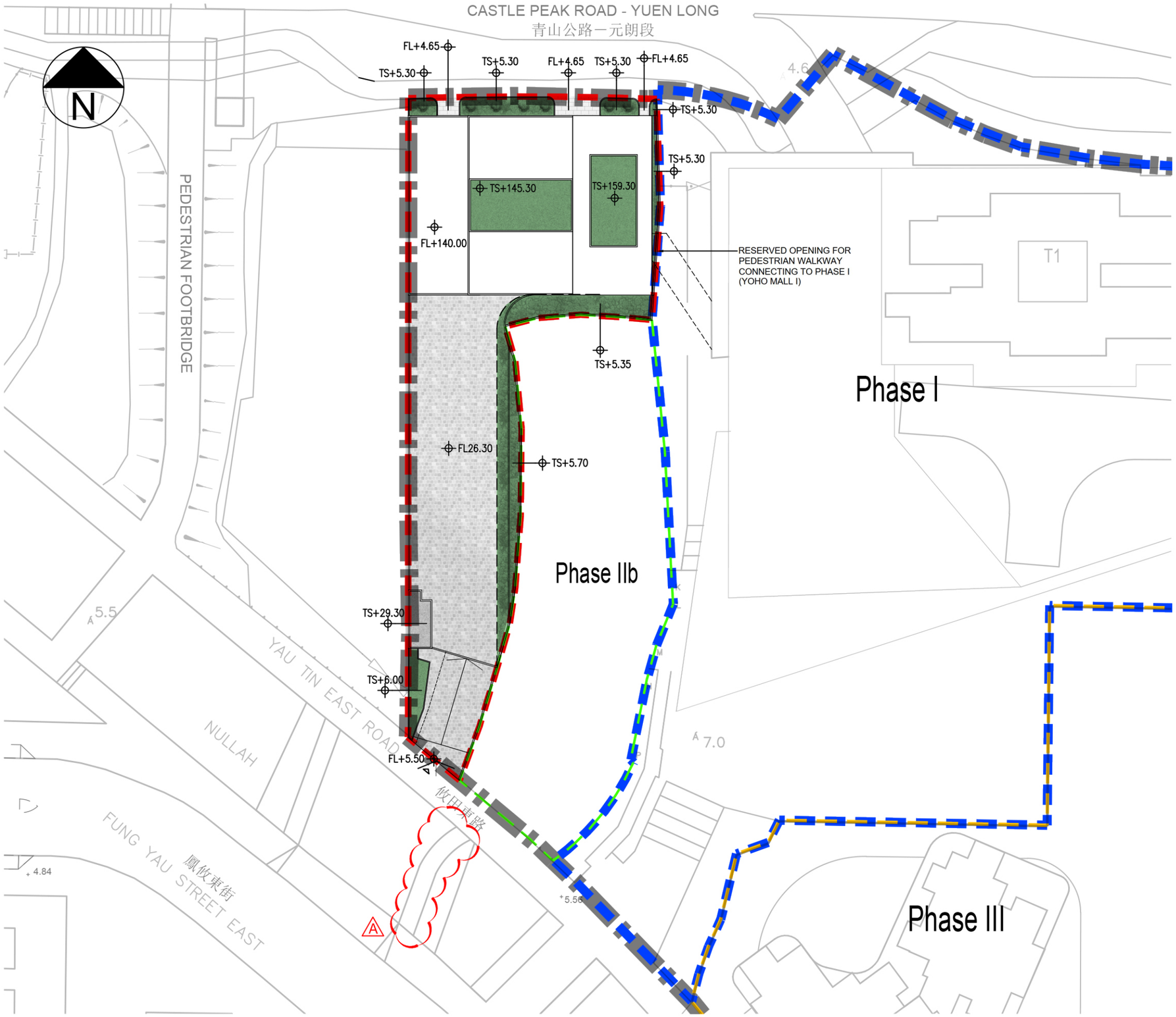
JOB NO. D40822

DRAWING NO. OSP-01

REV. A

Appendix IX Greenery Demarcation Plan

- Drawing no.: GDP-01 *(Rev. A)*



LEGEND

- APPLICATION SITE BOUNDARY
- PHASE I BOUNDARY
- PHASE IIa BOUNDARY
- PHASE IIb BOUNDARY
- PHASE III BOUNDARY
- COUNTABLE GREENERY (not less than 20% of site area)

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DATE / REVISION / AMENDMENTS		
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FILE	
DRWN	VC
CHKD	LW
DATE	JULY 2026
SCALE	1:450 (A3)

PROJECT
SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

TITLE
PHASE IIa AREA
GREENERY DEMARCATION PLAN

JOB NO. D40822

DRAWING NO. GDP-01 REV. A